

# The Hongkong Telegraph.

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## REUTER'S TELEGRAMS.

### BRILLIANT REOPENING OF PARLIAMENT.

#### Pre-War Pageantry Revived.

London, February 16. Fine weather favoured the pre-war pageantry attending the opening of Parliament on the lines indicated in yesterday's report. The ceremony attracted crowds, eager to catch a glimpse of their Majesties driving to Westminster in a gorgeous Georgian coach drawn by eight black horses and escorted by Beefeaters and a detachment of the Blues, the latter brilliant in their cuirasses and helmets. The royal procession, in which the Duke of York drove, included six carriages. The Prince of Wales, in a six-horse carriage with Horse Guards as escort, proceeded to Parliament separately.

The scene in the House of Lords was most interesting and imposing, in great contrast to war days, when everybody was in khaki and Peers were morning dress. The house to-day was a flood of colour with the scarlet-cremed robes of the Peers, the brilliant uniforms of the Court officials, and the splendid attire of the Ambassadors, only the American and German representatives being in evening dress.

Peeresses vied with each other in the display of diamonds in the tiaras of their respective ranks and other ornaments of their attire. After the procession of the officers of State, who passed before the throne bowing to the Prince of Wales, who, in Royal Duke's robes occupied a chair to the right of the Throne, the King entered leading the Queen by the hand. His Majesty was robed in royal purple and wore a large Crown, which glowed and sparkled with the fire of the Imperial jewels. The Queen, also wearing a lovely Crown, with rivers of diamonds down the front of a rich Court dress, looked truly regal and astonishingly young. When their Majesties were seated on the thrones, the Commons were summoned and the King read his speech.

#### Mr. Lloyd George Replies to Criticisms.

London, February 15. Mr. Lloyd George, in reply to criticisms of the Speech from the Throne, welcomed the intimation that Germany is submitting counter-proposals, with a real desire to liquidate Treaty liabilities, but he said the Conference will in no wise take the form of a revision or recasting of the Peace Treaty. Undoubtedly the Treaty of Sèvres would come up for discussion at the Near East Conference, the British representatives at which would be animated by the supreme desire to establish world-wide peace, subject to the paramount obligation to secure the rights of the long-suffering Christian populations in Turkey. Seeing that the Egyptian question was vital to the whole Empire, to peace in the Middle East and perhaps to our future relations with India, the Government would have liked to consult the representatives of the Dominions as well as the Egyptian Minister before committing themselves regarding Lord Milner's report.

Advertising to Ireland, the Premier emphasised the difficulties confronting the Executive on account of the continued reticence of the people. Outlining the conversations with Archbishop Clune, who was imbued with the most loyal sentiments to the Empire, Mr. Lloyd George agreed to the necessity of negotiating a truce, because once the murder campaign were stopped it would never be renewed. Nevertheless, those responsible for order, who ran great personal risks, strongly urged against a truce without an express condition for the surrender of arms. This Sinn Fein refused to do, thus accepting the responsibility for the continuance of hostilities. Although he admitted that the murders, outrages and the casualty list were still heavy, it was noteworthy that casualties now occurred because the Police were pursuing the rebels in wild places, whereas six months ago they were shot down in the streets of Dublin. The Premier counselled patience; then he was confident order would be restored in Ireland and, with it, Irish liberty.

#### The Question of Imperial Defence.

Later. An amendment to the Speech from the Throne was moved by Mr. Davidson urging the appointment of a Permanent Joint Advisory Technical Committee to consider the question of co-ordinating the Navy, Army and Air Forces. General Hunter Weston pleaded the necessity of such a body, on which the Dominions should be represented. Mr. Lloyd George, replying, expressed sympathy with the proposal, but suggested that the matter be left over for the Imperial Conference, because it was too much to ask these small islands, with the gigantic burdens they are bearing, to undertake the defence of the whole Empire. When we were in trouble, the Empire helped us. Over a million men came from India voluntarily, and vast numbers from other parts, but that was a spasmodic effort. Solidarity of the Empire was a guarantee against the further shedding of blood, since the sword would never have been drawn had the war-planners known what the British Empire would do; consequently we must make common cause, not involve the Dominions or Ird in our quarrels, but ensure common action in the event of a just quarrel. The amendment was withdrawn.

#### In the House of Lords.

London, February 15. Lord Curzon, speaking in the House of Lords, said Franco-British co-operation, which was at present the main factor in the peace of Europe, was unimpaired. The manful efforts of new States, notwithstanding lack of resources and experiences, evoked our keen sympathy. Finland, Latvia, Estonia, Lithuania, Czechoslovakia, Jugoslavia and Rumania had all practically composed their difficulties with their neighbours and were settling down to a useful life. Austria alone presenting anxiety. As regards Russia, her real chance of recovery lay in economic arrangements which tended to preclude the possibility of war. Britain's only concern in the course of the negotiation had been to ensure that trade relations would be made with people who would act in a friendly manner and not engage in hostile action in distant parts of the world.

Lord Curzon described the Imperial Cabinet as a new and powerful organ of government. All its members being invested with full authority, made its decisions not merely those of the British Government but of the British Empire. He recalled that at previous meetings we not merely received valuable counsels from Dominion Ministers, but their presence and co-operation was an immense addition to the moral and material strength of the Empire. The Conferences were not less important in peace-time. The main desire actuating the members of that body was that this amazing congress of independent states of free nationalities, which was held together by a mere silk thread and by a sense that all had a common mission in the world and owed their loyalty to a common law, language and King, should be bound by even closer ties. The forthcoming meeting to which Lord Curzon was looking forward, would deal with naval, military and air defences, the foreign policy of the Empire, and the future constitutional organisation of this great fabric.

Lord Curzon declared that the condition of Europe was undoubtedly brighter than last year. Unfortunately this did not apply to Asia. The various new European countries, the boundaries of which were now practically settled, were busily occupied in building up their respective states. He opined that there should be no

## REUTER'S TELEGRAMS.

### AMBUSHED BY SINK FEINERS.

#### Passengers Among the Casualties.

#### London, February 15.

A shocking death-roll resulted from the ambushing of a train containing 40 soldiers going from Cork to Bandon. A large number of Republicans attacked both sides of the lines at Innishannon station, where a fierce battle occurred, in which six soldiers were wounded, three seriously, and two Republicans killed. Five male and one female passengers were killed and several others injured, including two women seriously. A relief train with the wounded arrived at Cork.

#### Premier Censures Auxiliaries.

#### London, February 15.

In the House of Commons, replying to Mr. Asquith's demands for information concerning General Strickland's report in regard to the burnings at Cork, Mr. Lloyd George explained that the report showed that the auxiliary corps committed acts of indiscipline, whereupon the lower class civilians joined in looting. The Government had taken the sternest measures against the auxiliaries, dismissing seven who were suspected and suspending the officer in command. Replying to Mr. Thomas, the Premier undertook that the closest investigation should be made into the incident at Mallow, reported on January 29, when railwaymen were shot after an attack upon Inspector King and the murder of his wife.

#### Another Battle.

#### London, February 15.

A large force of military this morning surrounded a party of armed civilians at Mourne Abbey, near Mallow. The civilians refused to surrender and fired on the military. A sharp battle resulted in seven civilians being killed and five wounded. Four were arrested. The military suffered no casualties.

### THE U.S. AND THE TYPHUS SCARE.

#### A Quarantine Precaution.

#### London, February 15.

The Daily Telegraph's New York correspondent states that, owing to the typhus scare, the Government has ordered that all ships arriving in New York must have been twelve days out of a foreign port before they may land passengers. This means that trans-Atlantic passengers will be quarantined for six days.

### SOVIET PROPAGANDA IN FRANCE.

#### Substantial Deposit with American Bank.

#### Paris, February 16.

The police authorities are actively engaged in investigating some clubs in connection with a Communistic plot purporting to start a revolutionary agitation both in France and Italy. The police have succeeded in establishing the fact of the so-called Dr. Zaleski being a Soviet agent sent to Paris from the central propaganda Bureau in Berlin with funds amounting to £8,000, deposited with an American bank in Paris.

Several arrests were made at various centres in the provinces in connection with futile attempts to start anti-militaristic propaganda.—Vale.

#### Arrests in Paris.

#### London, February 15.

Paris telegrams indicate that French Trade Unionists are revolting against Communism. Documents seized from the offices of the Communist Federation in Paris resulted in the arrest of M. Le Porte, Secretary of the Federation, and M. Williams, Manager of a Communist newspaper, who are accused of inciting soldiers to disobedience and of anarchist propaganda. Papers seized show that anti-militarist agitators in France have been campaigning with the object of detaching the French Colonies from the Mother Country and that a similar campaign has been started in some of the British Colonies and Protectorates.

### INTERNATIONAL TRANSIT PROBLEMS.

#### French Committee's Preliminary Survey.

#### Paris, February 16.

A committee is to meet at Paris on the 21st inst., to consider various problems pertaining to international traffic by sea and rail to come before the International Conference to open Barcelona next month under the presidency of M. Hanotaux, sometime French Minister for Foreign Affairs.—Vale.

### U.S. WOMEN'S STRIKE COLLAPSES.

#### New York, February 15.

The women's strike mentioned on the 10th inst. has collapsed. Half the strikers have resumed and the others are gradually returning.

### INDIA'S TENNIS ASPIRATIONS.

#### New York, February 15.

India has issued a challenge for the Davis Cup.

### STRIKE ON GREAT INDIAN PENINSULAR RAILWAY.

#### Bombay, February 15.

The strike on the Bombay and Baroda Railway continues. Three thousand railwaymen of the Great Indian Peninsular Railway have struck at Parel.

### OFF TO AMERICA.

#### London, February 15.

Sir Auckland Geddes and Mr. Alfred Sze, Chinese Minister Washington, have sailed for New York.

### LORD MILNER HONOURED.

#### London, February 15.

Lord Milner has been made a Knight of the Garter.

## REUTER'S TELEGRAMS.

### AMERICAN PRODUCE.

#### A Record Sugar Output.

#### Washington, February 15.

The Bureau of Crop Estimates announces that 2,605,000,000 pounds of sugar were produced in the United States last year, including 2,219,000,000 pounds of beet sugar, which is the highest on record.

The Department of Agriculture estimates that the world's carry-over of cotton on July 31, will be 10,649,000 bales.

### THE DISARMAMENT QUESTION.

#### Senator Borah's Latest Move.

#### Washington, February 15.

Continuing the disarmament fight, Senator Borah has introduced an amendment to the Appropriations Bill requesting the President to call a Conference between Britain, Japan and the United States with a view to substantially reducing naval construction for five years.

### U.S. NOT TO MAKE FURTHER LOANS WITHOUT CONSULTATION.

#### Washington, February 15.

The Senate Judiciary Committee has advised Mr. Houston not to pay any more money to foreign Governments in the form of loans without consultation with the Committee, regardless of whether commitments have already been made.

### LATEST SPECIAL TELEGRAMS.

#### (From Our Own Correspondents.)

### SHANGHAI WOOLLEN TRADE CRISIS.

#### Chinese Appeal to Foreign Dealers.

#### Shanghai, February 15.

The Chinese Woollen Merchants' Association, in an appeal to foreign dealers, requests a fixed rate of six shillings per tael in respect of goods already arrived, and asks them to cancel cargoes not arrived and also those not shipped. The statement says they will suspend business unless helped.

### SHANGHAI MUNICIPAL AFFAIRS.

#### Chinese Advisory Board Rejected.

#### Shanghai, February 15.

The Municipal Council has rejected the Advisory Board of Chinese recently chosen, maintaining that it is not independent but tied up to the Chinese Ratepayers' Association.

### FOR HONGKONG RACES.

#### Shanghai Jockeys Coming Down.

#### Shanghai, February 15.

The jockeys, Mr. Vida and Mr. Hill, are leaving for Hongkong by the s.s. Sui Yang; whilst Mr. Heard, Mr. White and Mr. Yih sail on the s.s. Armand Behic.

#### NOT GUILTY OF SHOOTING.

#### Ship's Officer Discharged.

#### Shanghai, February 15.

Mr. Vincent Dawson, third officer of the s.s. Takada, was found not guilty in the British Court of shooting at a Chinese police man on January 28th.

### YANGTSZEPPO COTTON MILLS.

#### Dividend of 100 Per Cent.

#### Shanghai, February 15.

The Yangtszepoo Cotton Mill's dividend for the year is five taels, or 100 per cent.

### EARLIER SPECIAL TELEGRAMS.

#### (From Our Own Correspondent.)

#### BOLSHEVISM IN MALAYA.

#### Singapore, February 15.

District reports at the Methodist Conference refer to considerable Bolshevik propaganda in Malaya.

### TO-DAY'S CHINESE TELEGRAMS.

#### Shanghai, February 15.

Two officials from the State Department have arrived to represent the Chinese Government in connection with the Customs duty surplus case, which will be heard on Thursday, the 17th inst.

#### PEKING, February 15.

An important person has declared that in consequence of Tang Obi-ya's flight from Yunnan, the union of Szechuan and Kwangsi to the central Government will be effected without hindrance and that of Kwangtung will soon be secured.

Chen Jui-lin has reported that mobilisation in Urga has already been completed.

Chen Jui-lin is trying hard to secure the Commander-in-Chief's order for this.

#### (Other Telegrams on Page 15.)

## WIDOW AND YOUTH.

### A Story of Stolen Jewellery.

A widow of No. 46, Wyndham Street, who allowed her sentiments blind her to the machinations of a wily rogue, has been robbed of jewellery amounting in value to a sum of \$230. The tale is thus told.

On January 10th, with her amah and her son, a little child, she went to "cool herself," as she expressed it. The rogue, who possesses some claims to good looks, strolled up in a casual way, and displayed an admiration for the child. He praised it loudly, and in this way obtained an introduction to its mother. In spite of her two score years and six, the widow was still susceptible to praise, and, charmed at the youth's admiration for her offspring, she quickly warmed towards him to the extent of accepting from him an invitation to visit a certain boarding house where some of his friends were staying.

On arrival at the boarding house, she gladly heard a proposal of marriage from the youth, who in the course of his courtship casually remarked that he was unfortunately under some obligation to come friends, in the shape of a certain loan, and that it was essential for their future happiness that that debt should be repaid instantly. He persuaded her to lend her jewellery for the purpose, promising that he would return in a few minutes if she would wait.

The hours passed by, but no lover came to allay the suspicions, now beginning to penetrate her feeble intellect. Eventually, getting weary of waiting, she returned to her residence, there to weep over the loss of her jewellery. It was not until a few days ago that she again saw her young man, who was then walking in the street under the eye of a detective. At once she came up, and seized hold of him, at the same time crying out that he was the man who robbed her of her jewellery. The youth was taken to the Police Station, and the story the woman heard there convinced her that whatever object the man had in making her acquaintance, it was not one with a

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in Hongkong to fix from time to time the minimum wages to be paid for coolie labour in Hongkong. If steps were taken to make the rates fixed known to the coolies, it would be quite safe to leave it to them to deal with their employers and was beside the rash woman who turned blackleg and tried to undercut! she could safely be left to the "female of the species."

In fixing the minimum wage the fluctuating prices of the necessities of life should be taken into consideration and the wage adjusted accordingly.

By the necessities of life I mean such things as a decent and healthy room, sufficient clothing and food to keep the mother and child in good health, and fuel and light and water—not a very ambitious programme.

Of course, no humane and thoughtful person would ever wish to pay a human being, much less a fellow citizen, less than sufficient to procure these bare necessities, but unfortunately employers are not always humane or thoughtful; and one unscrupulous employer is able, by exploiting unskilled unorganised labour, to undercut and, perhaps, ruin his trade rival; hence the need for legislative interference.

Another possible objection is that if Hongkong is made too attractive to labour, we shall be overrun by the teeming millions of the neighbouring Republic, who would swamp our already overcrowded Colony.

There are several answers to this; one is that the immigration of undesirable aliens can be checked by the Government and surplus alien labourers can be repatriated.

Another is that although the available houses in the urban districts are overcrowded, the Colony itself is not. Anyone who remarks the wonderful progress in developing the Colony, especially Kowloon, in the last two years, will see that there is room for a very much larger population than we have at present both at Kowloon and on the Island. At Kowloon valleys are being filled in, rough places made plain, and mountains cast into the sea, enormous reclamations are in progress or projected, and with the improved system of town-planning now in vogue, and the improved communications talked about, there should soon be healthy accommodation for all classes of a large commercial and industrial community both on the Island and Mainland.

Thirdly: I have already referred to Dr. Wellington Koo and his progressive ideas. Is not young China full of similar men? And are not they the leaven that will leaven the whole lump? The local authorities at Canton seem to be very progressive, full of modern ideas, and any improvements in the conditions of labour in Hongkong are likely to be copied on the adjacent Mainland, and the excessive flow of immigration stopped.

Another objection to all restrictions on labour is that they tend to drive trade away from the Colony: I do not think that the Colony need fear on this account:

No well-conducted and well-managed industry is likely to be injured by treating its employees fairly, and, if the badly conducted and sweated industries are driven away, so much the better for the Colony's physical and moral health.

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# TYRES! TYRES! TYRES!

## Tubes! Tubes! Tubes!

Size.	Make.	Prices.	
		\$ C	\$ C
28 x 3	Fisk (Clincher)	20.00	8.00
28 x 3	U.S. Chain (Clincher)	25.00	8.00
31 x 4	Fisk (Clincher)	55.00	12.00
33 x 4	Dunlop (Straight side)	75.00	13.00
34 x 4	Fisk (Straight side) N.S.	65.00	15.50
34 x 4	Fisk (Clincher) Plain tread	60.00	15.50
34 x 4	Dunlop (S.S.)	95.00	15.50
35 x 4	U.S. Chain (S.S.)	100.00	16.00
35 x 4	Dunlop (Clincher)	95.00	16.00
37 x 5	Dunlop (Clincher or S.S.)	130.00	20.00

## THE DRAGON MOTOR CAR CO.

24, Des Voeux Road, Central  
Tel. 482 & 3525.

Tel. 482 & 3552.

### "SWEATED LABOUR" IN HONGKONG.

(Continued from Page 3.)

But the impulse must come from the community as a whole; don't leave it to the Government and then blame them for inaction. Each of us has a tongue and a pen; the officials are not unapproachable, and we have our own unofficial representatives; the Legislative Council, unlike the House of Commons, does not appear to be overwhelmed with work. I have not heard of any all-night sittings.

Every individual citizen should take his part in forming the public opinion of the community, and I specially appeal to the Hongkong Women's Guild and Ministry of Children's League and its general President to take the lead in these matters.

I must apologise for delaying you so long; my excuse is that this is probably the last time I shall have the privilege of addressing you, and I hope that others will take up more ably the subjects that I have tried to bring before you, and carry out some of the much-needed reforms.

In order to give point to this meeting and to facilitate discussion, I have drawn up the following series of resolutions for your consideration:

1.—That in view of the terms of the Treaty of Peace, and particularly of the provisions of the League Covenant and Labour Convention contained therein, it is desirable that steps should be taken in Hongkong to secure and maintain fair and humane conditions of labour for women and children in the Colony.

2.—That as a first step, the limitation of the hours of employment of children under the age of 14 in factories and workshops to a maximum of 70 hours per week, and the prohibition of the employment of children in dangerous and unhealthy trades, as recommended by the Sanitary Board in May, 1919, should be enforced at once.

3.—That the proprietors or masters of every factory or workshop employing women or children should be obliged by law to keep a register of the names, ages and sex of all persons employed, and of their hours of employment.

4.—That the weights carried by children employed as coolies should be controlled and regulated, and the carrying of excessive weights by children prohibited in Hongkong as it is in England.

5.—That the Government should be asked to appoint committees to obtain the views of employers and employed with a view to fixing statutory scales of fair minimum living wages and suitable conditions for women and children in the trades and occupations, in which women and children are employed, including coolie labour.

6.—That parents of children, and persons who employ children as domestic servants should be made legally responsible not only for the provision of adequate food, clothing and lodging as at present, but also for the provision of adequate medical aid, and elementary education or suitable training (domestic or otherwise) for such children, and for their general good treatment.

7.—That in order to assist in the enforcement of the provisions indicated above it is desirable that female inspectors should be attached to the Police, Secretariat of Chinese Affairs and Sanitary Board.

8.—That additional playgrounds and recreation grounds should be provided, especially in congested urban districts, including shelters from sun and rain.

9.—That additional public baths and wash-houses for the use of women and children and facilities for swimming should be provided in or near congested urban districts.

Mr. Jackson's Opposition.

Mr. W. Jackson (Kowloon) said:

As one who has been priviledged during a fairly lengthy period of residence in the Colony to listen to our well-informed lecturer upon various subjects, and with whom I have invariably agreed, I regret I have to join issue with the learned mover of the series of resolutions before this meeting and with the speakers in support of them. Sweated labour, in the strict literal interpretation of the term, does not

exist in Hongkong.

Playing at the Palace Hotel last night, Mr. W. Smith (-100) beat Mr. C. Bond (-150), 250-178.

Best breaks: Mr. Smith 23, 19,

17; Mr. Bond, 18.

Mr. J. Sowray (-200) beat Mr. A. Greenett (scr.), 250-194.

Best breaks: Mr. Sowray, 25, 24,

23, 20, 17, 16.

To-night's Match.

6 p.m., Mr. H. Davies (-150) v.

Mr. T. W. Cheung (-300).

### "THE PHARIES."

#### A Delightful Show.

A crowded house, comprising mostly Service men, greeted "The Pharies" on their opening performance at the Theatre Royal last night. It was a very acceptable programme that they offered, and the applause accorded them was unstinted. Comprising no less than twenty-two items, the programme was chiefly distinguished for the variety of the songs given, which were interspersed at suitable intervals with amusing comedy episodes. Of the latter, the song scene, which incorporated three different scenes, was a source of great delight. "Hindustan" was expressively sung by Mrs. R. N. Stopford; the Indian episode, characterising a little Indian homily, was well-accompanied by appropriate mannerisms, and finally "Liljhaba" an Indian "maiden," executed a native dance with a grace all her own, or rather, his own. A refreshingly inconsequential burlesque entitled "Who did it belong to?" was another acceptable item, the members of the cast displaying histrionic skill in the performance of their respective parts. A word is due to the efforts of those concerned, and for the effectual stage effects, which contributed to the general success. The Band of the Wiltshires, lent for the performance by kind permission of the Officers, played the overtures, and various selections during the interval.

The good object served by the performance (the K. 5 disaster-fund) is a recommendation in itself, and it is hoped that the success which attended the performance last night will be repeated to-night.

### BILLIARDS.

#### The Open Championship

The first match in the second round of the open championship was, to have been played at the V.R.C. last night, between Mr. F. M. Ozorio and Mr. R. Guimaraes. It had to be postponed because of Mr. Ozorio's absence and will be played at 6 p.m. to-day.

### Ho Kong-tong Cups.

Playing at the Palace Hotel last night, Mr. W. Smith (-100) beat Mr. C. Bond (-150), 250-178.

Best breaks: Mr. Smith 23, 19,

17; Mr. Bond, 18.

Mr. J. Sowray (-200) beat Mr. A. Greenett (scr.), 250-194.

Best breaks: Mr. Sowray, 25, 24,

23, 20, 17, 16.

To-night's Match.

6 p.m., Mr. H. Davies (-150) v.

Mr. T. W. Cheung (-300).

### Garrison Mess v. R.G.A. Lyemun.

Played last evening in the Garrison Mess, the home team winning by 4 games to 2. The scores were as follows:

#### GARRISON MESS (4).

Q.M.S. Stanley ... 150  
S.M. Stroud ... 150  
Sgt. Floyd ... 117  
S.M. Carter ... 150  
Sgt. Horrocks ... 141  
Sgt. Scudler ... 150  
R.G.A. LYEMUN (2).

B.S.M. Davies ... 117

Sgt. Allan ... 136

Sgt. Beatwell ... 150

Mr. Gnr. Bines ... 98

Sgt. Marshall ... 150

Sgt. Phillips ... 121

The highest break (37) was made by Sgt. Beatwell.

### PORT OF MANILA.

#### Commission to Handle Cargo.

An agreement reached at a conference between representatives of the steamship companies interested in Manila commerce and the insular Collector of Customs formed the basis of an eleventh hour piece of legislation which paves the way for a complete change in the system of operation of the Manila piers in so far as the handling of freight is concerned. The arrastra plant is to be under the control of a commission composed of five persons, four to be appointed by the Governor or General with the approval of the senate and the Collector of Customs to be the fifth member.

This agreement was drafted into a bill which was presented in the Senate by Senator Sison Encarnacion, and which was passed along with numerous other important measures.

Immediately after its passage in the senate it was sent to the house, where its passage is considered certain.

The associated steamship lines committee which conferred with the Collector of Customs and reached the agreement forming the basis of this bill was composed

(Continued on Page 5.)

## THEATRE ROYAL

### TO-DAY

Under the Distinguished Patronage of H.E. The Governor & Lady Stubbs & Senior Naval & Military Officers.

### "THE PHARIES"

will give a

### GRAND VARIETY PERFORMANCE

in aid of

### THE PORTSMOUTH DISASTER FUND

For the Dependents of the men lost in K5 Submarine.

Prices - - - - - \$3, \$2 and \$1.

### NOTICE.

#### THE INDO CHINA STEAM NAVIGATION CO., LTD.

The Directors of the above Company have declared an Interim Dividend on Deferred Shares for the year 1920 at the rate of 6/- per share.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 2/10 per dollar.

Dividend Warrants will be obtainable on and after Saturday, 26th February, 1921, at the Company's Office.

Transfer Books of the Company will be closed from 19th February to 26th February, both days inclusive.

JARDINE MATHESON & CO. LTD. General Managers.

Hongkong, 26th January, 1921.

### NOTICE.

#### HONGKONG & SHANGHAI BANKING CORPORATION.

Notice is hereby given that the ordinary yearly meeting of the Shareholders in this Corporation will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong on TUESDAY, the 22nd day of February, 1920, at 11 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December 1920 and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from Saturday 12th February to Saturday 26th February 1921 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the  
BOARD OF DIRECTORS.  
Hongkong, 3rd February, 1921.

### WAR MEMORIAL.

#### SUBSCRIPTION LIST.

For the erection by Public Subscription of a building to be run on Y.M.C.A. lines, to be called the "War Memorial Institute" and to be managed for the joint use of the Navy, the Army and Civilians by a Joint Board of Directors.

By Order of the  
BOARD OF DIRECTORS.  
Hongkong, 3rd February, 1921.

### HONGKONG BOXING ASSOCIATION.

First TOURNAMENT Monday

21st February at 9 p.m. at the

MING YUEN GARDENS.

### MAIN EVENT. 15 round

Catchweight Contest.

"Sky" Kerrison,

(Welterweight champion

of the Colony).

Lists may be found at:

Messrs. Lane Crawford

Messrs. Kelly & Walsh

Messrs. Moutrie

Messrs. Wm. Powell Ltd.

The Hongkong Club

The Club Lusitano

The Engineers' Institute

The Victoria Recreation Club

The Kowloon Cricket Club

The Kowloon Bowling Club

The Peak Club

The Club de Recreio

The Craigengower Club

M. J. BREEN,

Hon. Secretary War Memorial

Committee.

### UNION WATERBOAT COMPANY, LIMITED.

#### NOTICE TO SHAREHOLDERS.</h

# THE BLUE FUNNEL LINE

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

## LONDON SERVICE

(Direct)

"MENTOR" 22nd Feb. London, Amsterdam & Hamburg  
"TEIRESIAS" 1st Mar. Amsterdam, London & Antwerp  
"HELENUS" 8th Mar. London, Amsterdam & Hamburg  
"STENTOR" 11th Mar. London, Amsterdam & Antwerp  
"NINGCHOW" 22nd Mar. London, Amsterdam & Hamburg

## LIVERPOOL SERVICE

(Direct or via Continental Ports)

"TITAN" 1st Mar. Genoa, Havre, L'pool & Glasgow  
"ACHILLES" 6th Mar. Genoa, M'les, L'pool & Glasgow  
"TELAMON" 15th Mar. Havre & Liverpool  
"KT. of the GARTER" 29th Mar. Genoa, M'les, L'pool & Glasgow

## PACIFIC SERVICE

(via Kobe and Yokohama)

"TEUCER" 23rd Feb. Victoria, Seattle, Tacoma and  
"TALTHYBIUS" 16th Mar. Vancouver  
"TYNDAREUS" 6th Apr.

## NEW YORK SERVICE

(via Suez or Panama)

"EURYPYLUS" 2d March via Suez

## HOMeward PASSENGER SERVICE

"MENTOR" 22nd Feb. for London  
"TEIRESIAS" 1st March for London  
"STENTOR" 11th March for London  
"IDOMENEUS" 12th April for Liverpool  
"PYRRHUS" 3rd May for London  
"ANCHISES" 21st June for Liverpool  
"MENTOR" 5th July for London  
"TEIRESIAS" 19th July for London

For Freight and all Information Apply to

BUTTERFIELD & SWIRE  
AGENTS.

## CONSIGNEES.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.  
The Steamship

## "SATSUMA"

having arrived from New York via ports, on 10th inst. Consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hon Shan Godown Co., 16 & 17 Kennedy Town, Praya, Hongkong, and stored at Consignees risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 15th inst. by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here after which they cannot be recognized.

No claims will be recognized after the goods have left the godowns, and cargo undelivered on and after 16th inst. will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

PACIFIC S. S. CO.,  
Barber Steamship Lines Inc.THE ADMIRAL LINE.  
Agents.5th Floor Hotel Mansions.  
Hongkong, 10th February, 1921.

## CONSIGNEES.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## "BEN" LINE OF STEAMERS.

## From ANTWERP, MIDDLESBROOK, LONDON and STRAITS.

## The Steamship

## "BEN MOHR"

## Consignees of cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of The Hon Shan Godown Co., 16 &amp; 17 Kennedy Town Praya, Hongkong, and stored at consignee's risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 18th inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims against the steamer must be presented to the Under-signed on or before the 22nd instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the godowns, where they will be examined on the 15th inst. at 10 a.m.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON  
& CO. LTD.

Agents.

THE ADMIRAL LINE.  
5th Floor Hotel Mansions.

Hongkong, 9th February, 1921.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## OSAKA SHOSEN KAISHA.

## From EUROPEAN PORTS

## The Company's Steamship

## "ALPS MARU"

having arrived from the above ports, Consignees of cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 19th Feb. 1921 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

## OSAKA SHOSEN KAISHA,

## Y. YASUDA,

## Manager.

Hongkong, 13th February, 1921.

## NOTICE TO CONSIGNEES.

## THE ADMIRAL LINE.

## The Steamship

## "DUQUESNE"

having arrived from New York via ports, on 13th inst. Consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hon Shan Godown Co., 16 & 17 Kennedy Town Praya, Hongkong, and stored at consignee's risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns where it will be examined at 10 a.m. on 18th inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims against the steamer must be presented to the Under-signed on or before the 22nd instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the godowns, where they will be examined on the 15th inst. at 10 a.m.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO., United States Shipping Board Emergency Fleet Corporation Barber Steamship Lines, Inc. Managing Agents.

THE ADMIRAL LINE.  
5th Floor Hotel Mansions.

Hongkong, 13th February, 1921.

W. S. BAILEY  
& CO., LTD.ENGINEERS & SHIP-  
BUILDERS, HOK UN  
KOWLOON.

## HARBOUR REPAIRS

## Call Flag "L"

## Sole Agents for

## "KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock  
also spare parts.

Works ... Tel. K.21.  
Manager ... K.329.  
Secretary ... K.369.  
Harbour Engineer ... K.28.  
Telegrams "SEYBOURNE."

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## TOYO KISEN KAISHA.

## S.S. "PERSIA MARU"

From SAN FRANCISCO via  
HONOLULU, JAPAN PORTS  
& MANILA.

The above named Steamer having arrived on Tuesday, the 15th Feb., 1921, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeded immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Tuesday the 22nd Feb., 1921.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Saturday the 20th Feb., 1921, at 11 a.m.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,  
Manager.  
Hongkong, 15th January, 1921.

## WATER RETURN.

Level and Storage of water in Reservoirs on Feb. 1, 1921.

## CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1920	1921
Tytam	9.5 Below overflow	10.5 Below overflow
Tytam Bypass	22.5 Below overflow	28.5 Below overflow
Tytam Inter. immediate	6.8 Below overflow	12.7 Below overflow
Tytam Tuk	20.5 Below overflow	26.5 Below overflow
Wong-nieng	35.0 Below overflow	29.1 Below overflow
Poktukam	14.3 Below overflow	15.0 Below overflow

Total ... 1,355,541 1,608,28

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Jan.

	1920	1921
Estimated popu...	162,07	222,91 M. gallons
Consumption per...	277,90	281,400
Consumption per...	22.4	25.5
Gallons consumed in all districts during Jan. 1920 and 1921.	1,355,541	1,608,28

Storage in millions and decimals of gallons.

	1920	1921
Kowloon	263.62	323.56
Gravitation	1.5	2.0
Reservoirs	Below overflow	Below overflow

Consumption of water in Kowloon in millions and decimals of gallons during the month of Jan.

	1920	1921
Consumption	47,22	41,25 M. gallons
Estimated popu...	104,750	106,660
Consumption per...	14.5	12.4

The Government Analyst's report shows that the water is excellent quality.

W. CHATHAM,  
Water Authority.

"SWEATED LABOUR"  
IN HONGKONG.

(Continued from Page 4.)

bodied in the last of the resolutions before us, for greater municipal amenities, for the physical comfort of the poorer working classes of the Colony, I am entirely in sympathy and agreement.

Beyond an expression of that sympathy I do not think the Church of England Men's Society should at present go. I am inclined to think that the adoption of these resolutions is calculated to work mischievous harm, and I question whether under the constitution of our Society all those present at this meeting would be considered in order in voting on the resolutions before us.

With all respect to Mr. Bowley and to his earnestness of purpose and good intention in framing the resolutions, I beg to move an amendment that they be not adopted, and I would ask any gentleman present sharing my views of the question to second my amendment.

The Chairman pointed out that this was not a meeting of the Church of England Men's Society but a meeting called under the auspices of the Society. He supposed the majority present were not members of the Association.

Dr. Pearce expressed the view that it was better to arouse and to develop public opinion in the Colony through the leaders of the Chinese community. It seemed to him that an attempt should be made by literature specially prepared to influence the people more directly concerned—the employers of labour. Something more might be done to awaken public feeling through the influential Chinese, who had really done so very much to help forward any benevolent schemes.

Mr. Jackson: Notwithstanding the explanations, by the Chairman regarding the auspices under which the lecture is being given, I maintain that the Society is being used as a medium for breeding industrial disaffection.

Mr. Wells spoke in favour of the resolutions. The fact that nothing had been done by the Government for two years after it had been brought to their notice by the Sanitary Department was very sad.

Mr. A. H. Crook contended that the lecturer had enormously exaggerated for his own purposes the sufferings of the Chinese children and had given no statistics to support his views. If children toiled up to the Peak with heavy loads the remedy was simple. "Let Mr. Bowley live on the plains and not on the Peak. It is his fault. If he will live down below there will be no such trouble." Mr. Crook urged that fox-hunting at Home was a far more cruel sport than any instances of cruelty he had seen in China. Proceeding he said Mr. Bowley suffered from a bacillus—the bacillus of inspection. The system of inspection had not worked well in England and in China there was the added difficulty of dealing with the native population. For a foreigner to inspect the domestic arrangements of Chinese would bring about Bolshevism and anarchy.

Mr. Cartwright strongly supported the resolutions, and after Mr. Bowley had replied to the criticisms offered, the Chairman put the resolutions separately. All were carried, some unanimously and others with dissentients.

The Chairman expressed thanks to Mr. Bowley for his interesting lecture and the meeting terminated.

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Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

## Death.

GARDINER.—At Rose Terrace, Kowloon, on February 15, John Henry Gardiner, aged 49 years. Funeral passes Monument at 5.00 p.m., to-day.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 16, 1921.

## THE KOWLOON RESIDENTS' ASSOCIATION.

If there ever existed any doubt as to the desirability of the formation of such an organisation as the Kowloon Residents' Association, it has surely been dissipated by the splendid record of work which that body has performed during the first year of its existence. At the annual meeting held on Monday, it was shown that the Association had been almost continuously engaged during the twelve months on matters pertaining to the general well-being of the community across the harbour, and that the activities upon which it had been engaged had not only been to the public advantage, but that they had also been appreciated by the Government. Emphasis was rightly laid on the point that the Association exists to serve the public, not to attack the "big ones" of the Colony unless these latter interfere with the common weal; and that it seeks to assist the Government, and not to obstruct it. Proceeding on that policy, the Association has been able to accomplish much during its brief period of existence, and if it works on the same basis in the days to come, it should be able to do even more.

We have not the space here in which to review the whole of the past year's doings, but there are one or two questions which deserve a line or two. The provision of a hospital is rightly put in the forefront of the Association's programme, and when that institution is established it will be something to which the K.R.A. will be able to point with justifiable pride, as evidence of its labours for the public. The Association was able to get the Government to change the site of the hospital, making it much more accessible, but, despite the vote in this year's Budget, the project now seems to be hanging fire. For that fact the Government, and not the Association, is to blame. As to the housing question, we recognise the value of the work which the K.R.A. has done in getting some rents reduced, though we think the upward tendency of rentals applies to rather more than "a few cases." The standard prevailing in respect of much old property is certainly far higher than it should be. The provision of more houses will, in course of time, have its effect, no doubt, though even for newly-built residences almost any figure can still be secured. Many of our leading firms should follow the Government's example of building for their employees, and, above all, people who are willing to build, but who have not the ready cash, should be assisted by the Government much more than they have in the past. The fact remains that the Government's housing loan scheme has, so far as individuals are concerned, proved a huge disappointment. The motor-bus service, when in operation, should help to open up outlying territory, but here again the Government appears to have hung matters up, despite the fact that some time ago the acting Colonial Secretary gave the impression that the authorities were merely waiting for the K.R.A. proposals, which have long since been sent in.

If there is one word of caution that we would utter it is that the Association should refrain from attempting too much. To concentrate on half a dozen really important questions and to deal with these thoroughly will be a far better policy than the dissipation of time and energy on hundreds of issues of lesser value. After all, the Association's chief aim should be the handling of what we may term municipal matters; it can and ought to perform the functions, after making allowances for local conditions, of a Municipal Council. The advocacy of public bathing places and other means of recreation comes within its purview, within certain limits, but we cannot see that it needs to bother about athletic meetings, debating societies, concerts, and the like. These things are all very admirable in their way, but they can be safely left to existing organisations, with which the K.R.A. should not attempt to compete. The K.R.A. was formed to do work which nobody else was doing, and there is ample scope for its activities without impinging on others' preserves. It has now established itself as a most useful public body with a record which must compel general commendation. Let it carry on as it has during the past twelve months, and it will retain the confidence of the public and the good-will of the Government.

## NOTES AND COMMENTS.

## Reply to Mr. Holyoak.

The Hon. Mr. P. H. Holyoak's letter, which we published yesterday, replying to our leader of Monday on the question of traffic control, calls for one or two observations. We don't wish to haggle over this question because it is one which, if stirred too hastily, will be found to contain mud at the bottom. Mr. Holyoak says that neither the meeting nor himself advocated the use of force to secure traffic control. We never said that he did, though we did not hesitate to condemn what he told us was done in Shanghai, adding the hope that we should never see such a procedure followed here. According to the reporters present at the meeting Mr. Holyoak said that "the primary difference between Shanghai and Hongkong control was not a very big one; but in Shanghai they had Policemen on duty with drawn batons, and if a man did not obey the orders he was promptly smacked on the side of the head with the baton. It made a tremendous difference in the control of traffic; but this was a British Colony, and they had to be a little more careful what they did." If he did not advocate the use of force in Hongkong in so many words, his remarks regarding Shanghai certainly left it open to an inference of that character. Why else refer to the use of batons as instruments of correction as making "a tremendous difference" in the control of traffic? Even in his letter to us yesterday Mr. Holyoak says "some display of force is necessary to stop the indiscriminate rush of rickshas and chairs when the Theatre is discharging" so his mind is not altogether free from the idea of forcible persuasion.

## Our Object.

We presume that Mr. Holyoak has read what our contemporary, *The South China Morning Post*, had to say yesterday morning regarding traffic control in Shanghai. It quoted Shanghai critics to show that motorists upon them think that the traffic control of the Settlement is one of the worst in the world. But Mr. Holyoak is loud in his praises of it, which all goes to show that no matter what you give some people they will never be satisfied. Let us all be honest enough to confess that we are selfish—selfish in almost everything. We want just the things that please us; the earth-coolie probably curses the foreign motor car that interferes with his carrying and endangers his safety, and the motorist curses the coolie for dumping his baskets and stones by the roadside. And the only way to give satisfaction to both is to control both; limit their individual liberty so that they can gain a reciprocal liberty. The slogan of the day is "Organise" and by all means let us organise our local traffic to the very utmost of our ability. But let us steer clear of the idea that any section has greater rights than another and is entitled to more consideration. It is because some motorists have adopted a monopolist attitude that we have endeavoured to bring them back to earth. The little bit of control that was put on some time ago annoyed them excessively. We know. And our Traffic Department is far from being the best-loved department of the Police Force. We think it honestly tries to do its bit in the interests of the greater public but receives more kicks than thanks. And the public might like to know that at its head is a London-trained traffic expert. When Mr. Holyoak and the Association he speaks for begin to assist instead of condemn, we shall be happy to admit that motorists do require the control they apparently languish for. But, be it remembered, it must be control for all.

## The Fire Brigade.

We were glad to receive a letter yesterday from a member of the Fire Brigade in regard to our recent comments, because it gives us the opportunity of emphasising that our strictures were not against the men engaged in fire-fighting work, but against the system under which they labour. Our correspondent is a little astray in inputting to us the statement that our firemen are not trained—what we did say was that the European members of the Brigade are policemen and that such training as they receive in Fire Brigade work is not as thorough as it would be were they wholly engaged on such work. Seeing that they have Police as well as Brigade duties to perform,

## DAY BY DAY.

A FIXED IDEA ENDS IN MADNESS OR HEROISM.—*Victor Hugo*.

A coolie was yesterday killed on the Foeksang by the fall of an anchor. His remains were subsequently removed to the Kowloon Mortuary.

The transport "Himalaya" is due to sail at 7 a.m. on Sunday next, for Home. She is advised as calling at Singapore, Colombo and Bombay.

Yesterday's health return shows one fatal case of cerebro-spinal fever (Chinese) and one imported non-fatal case of smallpox (Australian).

The N.Y.K. Company notifies us that any expectation that the s.s. Cap Finisterre might be put on the berth to Europe this spring will not be realised, as a cablegram received to-day from the Head Office, Tokyo, advises that the steamer is withdrawn from the European run.

The Army is unable to raise a Rugby team against the Navy for to-day's proposed match, and the result is that the latter become winners of the trophy. A match has been arranged between the Navy and The Rest on Saturday, at the conclusion of which the Hon. Mr. P. H. Holyoak, President of the Hongkong Football Club, will make the presentation of the trophy.

A seaman, named Michael Fahrey, was this morning fined \$5 under a conviction for being incapable of drunk. Sergeant Shafton, in his statement to the Court, showed that Michael, after an unusually convivial night, went to sleep on the Morrison Hill Road, a very risky choice, when motor traffic along that road is considered. However he was discovered in time by the Police, who took him under their care for the night.

## ARMED ROBBERS.

## Women and Children Attacked.

From Chin Wan comes a report of two armed robberies perpetrated by a gang whose activities

would appear to be chiefly directed against harmless women and children. On the road from Chin Wan to the Autau district, near Li Kuan Hang, three women and two children, who travelled together for greater safety, were intercepted by the gang of robbers and chased. One woman, who was encumbered by the fact that her young son was with her, was easily overtaken by the robbers and searched. A sum of \$1.20 was stolen from the child, and the robbers were preparing to execute their search with greater energy when a party of grass-mowers, attracted by the cries for help came to the woman's assistance. On perceiving these new-comers, the robbers, who numbered seven, fled, and were not further heard of until a report was made the same day from another quarter which suffered a similar robbery at the hands of the gang. In this case, a Chinese female, 18 years of age, a native of Chin Wan, along with another woman, were attacked by the gang on the road from Pak Heung and relieved of jewellery to the value of \$7.70.

The reports made to the Police subsequently showed that one of the gang was armed with a revolver. He was recognised as being a native of Min Fa Ti.

they certainly do splendidly, but we reassert that this dual status of the men is bound at times to react to the disadvantage of one Force or the other. No; fifteen dollars a month is not adequate pay for Europeans liable to be called up at any time to a fire, with its attendant risks. But the real remedy is not to pay more and continue the present unsatisfactory system. Let us have a Brigade superintended and manned exclusively by fully-trained men—and let us pay them well for the job. A necessary corollary, of course, is up-to-date equipment; and we have it on the word of one of the firemen that that is what the Colony does not now possess.

## CURIOS MISHAP.

Carrying a child, a woman was blown into Whityo harbour, but the two were saved.

## AN ISLANDER'S DIARY.

## (By "Ajax.")

The week has been marred by the distressing motor accident that occurred at West Point on Chinese New Year Day. Into the question of confining crackers firing to some restricted area I have no desire to enter here. There has been a lot of indiscriminate throwing of crackers, and a young girl whom I know had the painful experience of getting a cracker thrown on her nose! Again, people in public chairs have had these missiles thrown on them from house-tops. This is very annoying and especially so to nervous ladies, for some of the fireworks this year were more bombs rather than crackers.

On the need for greater supervision of pedestrian traffic on the main roads, to which attention was drawn at the last meeting of the Hongkong Automobile Association, the remarks of Mr. Holyoak are very sound. It is unfortunate that Mr. E. D. C. Wolfe, when he was Captain Superintendent of Police, should have failed in his scheme of traffic regulation. This was principally due to the inexperience of the Indian constables on duty. With the number of motor cars plying on the roads continually increasing this question of traffic control will have to be faced and solved. It should not be difficult if the Policemen on duty at the different points of the main roads are taught how to handle pedestrians. I admit that it is not an easy thing to teach the Chinese the rule of the road. The need of greater control over pedestrians is nowhere more urgent than on Queen's Road East. The constables placed here are, in the words of Mr. Holyoak, windmills. A policy of destruction is easier to follow than one of construction, and so it is easier to attach blame than to take practical steps to remedy a state of affairs that seems to grow worse daily, and certainly will grow worse as the number of cars increases. The series of motor accidents, tragic and otherwise, that has lately come before the public's notice has brought forth various comments and complaints against the P.W.D., joyriders, road hogs, etc. We also blame the coolie who stolidly stands in the street quite unconcerned and oblivious to the fact that a motor car is passing at his very heels. But maybe the chauffeur of yesterday

will be the chauffeur of tomorrow. The recent despatch from the Secretary of State for the Colonies settles once and for all the question of the emigration of Chinese to Cuba from Hongkong. The ban has now been put on direct emigration, and it is quite likely that the Cuban Government may totally prohibit the admission of Chinese labourers into the country. As is well-known, it was only during the war that an Ordinance was introduced in Cuba permitting entry of Chinese labourers into Cuba, and that for two years after the termination of the war. At the time it was not thought that the war would drag on so long, and it is quite likely that the Cuban Government may send the whole kaboodle back to their homes. The Chinese have been going to Cuba in boat loads, and this has frightened the Cubans, who have never liked the Chinese intrusion. The economic crisis in that country has thrown a very large number of these Chinese out of employment and it is whispered that the Cuban authorities may deem it necessary to transport them back to China. The Chinese labourer finds Havana an El Dorado, and emigration to Cuba has been on a very large scale. In this connection it will be news to many to learn that one boat that left Macao with a large number of emigrants, after evading the authorities in Hongkong, has been fined. What the amount of the fine is I do not know, but the Cuban Ordinance mentions that when a boat leaves a port without having the passports vised by the Consul there, a fine not exceeding \$50,000 may be inflicted on the owner of the vessel. In this case, the vessel left Hongkong and picked up the emigrants at Macao, and proceeded to Shanghai but the Portuguese Consul at Shanghai, who acts for Cuba as well, has not the power to visa passports for Cuba.

Colonel Loraine's work in connection with aviation is chiefly remembered by the initial use which he made of establishing wireless connection between an aeroplane and the ground. This was first demonstrated in his remarkable flight across the Irish Sea, and a testimony of the recognition of its usefulness was given in the

## AVIATION NOTES.

## (By "Meteorite")

The abrupt termination of the flying exhibition at the Happy Valley on Sunday provided a little more excitement than those who went there in expectation of a thrill had bargained for. Incidentally, a number of residents who hitherto had not witnessed an aeroplane crash, had the satisfaction of witnessing one and of perpetuating through the record of the Kodak or the retention of a little bit of wreckage—as some were noticed to do—the history of the first aeroplane mishap in Hongkong. There is an impulse, under the circumstances, to let disappointment over the loss of what promised to be a unique show, result in views being expressed in some quarters as to the qualifications of the pilot. But the explanations so clearly put forward in the local press and endorsed by many of our local ex-airmen should serve to put matters in their right light, in the recognition of the fact that however much the ingenuity of man may achieve in the promotion of his own interests, he must always be more or less at the mercy of the elements.

It is the opinion of those competent to speak on such matters, that the accident resulted from certain atmospheric conditions which, in a cup-shaped depression like the Happy Valley, promoted a trend of treacherous currents against which the best of airmen have found it difficult to contend. Certain it is that Mr. Lim On, who, from all accounts, is by no means unskillful, could do no more than he did that day, and if a mishap did occur under the changeable conditions that existed at the Valley that it could only be attributed to his desire of serving the public who had paid for admission and who would naturally feel disappointed at not witnessing the promised stunts. In this, Mr. Lim On told the writer afterwards, he was acting against his better reasons which told him that to attempt to fly in Happy Valley that day would be a risky undertaking. Thus was better reason submerged to a sense of public responsibility.

Mr. Lim On was perhaps too optimistic in saying that the aeroplane could be rebuilt by the refitting of a new fuselage and propeller. The vitals of the plane appeared to be considerably shaken by the fall, and on their preservation depended the optimistic hopes of the aviator. Since these notes were written, the announcement has been made that the owners have decided to bring over another aeroplane from America to continue the exhibition so unexpectedly interrupted.

There arrived in the Colony yesterday a distinguished visitor from Home in the person of Lt. Colonel Robert Loraine, M.C., D.S.O. late of the Royal Flying Corps and the Royal Aeroplane Force, who combined a distinguished record in the late war with an equally marked career on the stage. In the early days of aviation Lt. Colonel Loraine was a noted pioneer and achieved long-distance flight which in those days was a record. In 1911, in a Henry Farman machine, he flew from Bournemouth across the Irish Sea to Alum Bay Heights, negotiating a distance of 64 miles in one-and-a-half hours. The machines of those days, Colonel Loraine informed me, could do only 45 miles an hour and it was a marked sign of the rapid progress of aviation that a modern aeroplane could perform three times as much in the same time. His experience at Home in connection with the cross-Channel service was that civil aviation could be made to pay. The slow progress of aviation at Home in respect of local points he attributed to the little requirement for it, but for longer distances, such as between London and the Continent, or between points placed in so large an area as China where the means of transport have so far been imperfectly developed, the aeroplane provided a useful means of communication.

Colonel Loraine's work in connection with aviation is chiefly remembered by the initial use which he made of establishing wireless connection between an aeroplane and the ground. This was first demonstrated in his remarkable flight across the Irish Sea, and a testimony of the recognition of its usefulness was given in the

## DEATH OF MR. J. H. GARDINER.

## A Well-known Solicitor.

With regret we have to record the death of Mr. John H. Gardiner, one of the Colony's best-known solicitors. As recently as Sunday, February 6, he was playing his favourite game of golf, but having, as he thought, taken a slight chill, he retired to rest early. Mr. Gardiner kept to his bed for some days, when medical advice was obtained. Pneumonia subsequently developed and deceased passed away at his residence Rose Terrace, Kowloon, last evening, despite the unrelenting attention of his doctor and two nurses. The news of his death has been received with painful surprise by a very wide circle of friends.

The late Mr. Gardiner, who was 49 years of age, first came to Hongkong to the office of the late Mr. O. D. Thompson, later joining the firm of Messrs. Bruton and Hett. Soon afterwards he went in practice on his own and had built up a large connection. He was noted for his ready generosity in assisting those who could scarce afford legal expenses, and enjoyed a wide popularity among all the communities of the Colony. In private life he was a keen billiards and golf enthusiast, and had often acted as referee at the billiard contests at the V.R.C. During the war he was a member of the Hongkong Volunteer Reserves.

Much sympathy will be extended to Mrs. Gardiner, who is at present Home on holiday. It was Mr. Gardiner's intention to join her during the coming summer. The funeral takes place this evening, the body, accompanied by the mourners and Kowloon friends, leaving the Police Wharf, Kowloon, at 4.30. The cortege will pass the Monument at 5 o'clock.

late war when this invention was brought to a state of greater perfection, and extensively used.

Colonel Loraine served with distinction in the Boer War and throughout the late war, winning decorations in both. In the late war he was Squadron Commander of the Royal Flying Corps, and acted with conspicuous success in winning the M.C. and the D.S.O. Apart from his aviation record, Colonel Loraine was a noted actor and manager in many of the Metropolitan theatres. He is now on an extensive world tour, having passed through America and Honolulu, Japan and the chief cities of Manchuria and China. On his way Home, he will proceed via Sarawak, Sumatra, Singapore, Burmah, India, etc. On his return to London he will star in Shakespeare's Henry VII and several entirely new plays.

The Inter-Allied Commission of Control appears very active in Germany, according to reports in the Home papers. The latest move by the Commission is to place a ban, on the 149 converted war aeroplanes which were flying on the air routes of Germany. The effect of this is to permit the machines to carry on operations in Germany itself but to prohibit them from flying on the international routes though the five commercial aircraft now in use may continue to fly over these routes. In some quarters it has been suggested that this ban will cause Germany to give up all her foreign air service. Such an idea is foolish in the extreme.

With the approach of winter the German air transport companies governed by the Hamburg-Amerika and Norddeutscher shipping lines curtailed their service, and the factories will spend the winter building machines for commercial use in spring. Though it takes considerable time to design, construct, test and modify a new type of aeroplane, once the type is declared efficient it can be turned out rapidly in large numbers. As there are already five commercial aircraft flying concerns in Germany, it need not be many months before all demands are satisfied. With the coming of summer activity on the part of German air transport companies is predicted.

NEW LIEUTENANT OF THE TOWER.

General G. F. Milne has been appointed Lieutenant of the Tower of London in succession to Lieut-General the Earl of Cavan.

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On Thursday, Friday and Saturday will be given FREE \$1.00 worth of merchandise with every purchase of \$10.00 or over. There are no further strings tied to this. It is an out-and-out offer, for Thursday, Friday and Saturday. ONLY THE LAST THREE DAYS. Date the 17th, 18th and 19th instant.

## YEE SANG FAT CO.

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## THE BUNGALOW CASE.

Ho Mun Tin Property  
Dispute.

In the Summary Court this morning, before his Honour Mr. J. R. Wood, there came up for hearing the suit of the Rev. Father A. Henriques against Mr. G. T. Lam for the recovery of \$205, being damages caused to the plaintiff's land in Ho Mun Tin.

Mr. D. J. Lewis appeared for the plaintiff and Mr. M. K. Lo defended.

Mr. Abdul Rahim, cross-examined by Mr. Lo, said the large half of the north wall of the plaintiff's premises was on solid land. When he inspected the damage to the plaintiff's property he did not notice that there were cracks in the house wall facing the north wall. It was allowed by the Public and Health Ordinance to build the fence wall at the extreme end. The statutory recognition of the practice to build a wall like this was Section 236 of the Ordinance.

Mr. Lo:—If anything is built on soft or doubtful soil, settlement on plaintiff's side to some extent is bound to occur?—Yes.

If there is uneven loading, that uneven loading will be fatal to settlement?—Yes.

Where a wall is built on the centre of gravity should be on the centre of the foundation?—Yes.

Where a wall or structure is stouter or heavier at one point than on the other side, like the buttress, the foundation should be spread equally?—Not in every case.

Where a wall is built on soil such as that which exists on the plaintiff's land, that is partly on made and partly on solid and very bad soil, and in a ground which has been swamped, do you agree that where there is unequal weight on the wall, such as occurs on this buttress, that the foundation of this buttress should be spread out so as to make the centre of gravity of even proportions?—In a light wall of this description it is not necessary to be observed.

Do you suggest that the wall would not come down?—Yes.

Assuming a wall built with unequal distribution of weight such as your wall did, then there will be an uneven settlement?—There would be an uneven settle-

ment if there is a movement of the soil.

In a piece of ground which is not natural ground, some settlement is bound to occur?—Yes.

Then a settlement of some extent must occur, even on your little piece of wall?—I do not agree.

Do you mean that in your opinion no settlement could have occurred on this fence wall?—No settlement could have taken place.

Why?—Because it is a very light wall.

Supposing that there was no weight. Even in the case of rain there would not be any settlement?

—No, not with the wall on the plaintiff's land.

Percolation of rain might cause a settlement of land. As long as there is a settlement, do you agree that an uneven distribution of weight of the wall would result in an uneven settlement of that wall, when there is a settlement of the soil?

—Not in the case of this fence wall.

Assuming that the fence wall was built on solid ground, then would you say that the excavation on the defendant's land would cause the cracks?—If the excavations are carried out in a negligent manner.

Do you remember building a retaining wall for one Mr. Remedios?—Yes. It was Lot 1337. It was a face wall.

After the wall was built were there building operations near that wall?—Yes, on 30 and 38.

Did this collapse?—Yes.

Why?—The operations on 38 cut into 30.

This is what you attribute the cause of the collapse to?—Yes.

Examined by Mr. Lewis, Mr. Abdul Rahim said that there was a settlement of the land on plaintiff's land. It was caused by building operations on the adjoining land. The damage was made by the landlord of Lot 1337.

His Lordship:—The defendant's plea is that the plaintiff's building has caused the compression on the defendant's land. The witness' position is that there has been no compression on the whole soil. Mr. Abdul Rahim states that he has taken levels.

Do you suggest that the wall would not come down?—Yes.

Assuming a wall built with unequal distribution of weight such as your wall did, then there will be an uneven settlement?—There would be an uneven settle-

ment on the defendant's land.

Mr. Lewis:—The plea is that the defendant's land has caused the compression.

Mr. Lo:—I think that is a specific plea raised by Mr. Abdul Rahim in his cross-examination.

His Lordship:—No; he says no.

His Lordship (to the witness):—Before you built did you take the levels?—I did.

Mr. Lo:—Yourself?—No, some one in the office.

Did you take the levels before work?—Yes.

Can you swear in this Court that from anything you have done since, you could tell his Lordship that no general settlement of even a fifth of an inch has occurred?—I cannot swear.

As a matter of fact from general knowledge you would expect a settlement?—I think so.

Mr. G. G. Wood, civil engineer, said he was called to inspect the wall of the house, which was the subject matter of the suit. He did not think that proper precautions were taken in the building operations.

The case is proceeding.

## DAIRY FARM NEWS.

## FROZEN SMOKED FISH

New shipment ex S/S "GLENAMOY"

## SELECTED FILLETS

## FINNAN HADDOCKS

## SELECTED KIPPERS

THE DAIRY FARM, ICE & COLD STORAGE CO. LTD.

## THE RACES.

## TRAINING TIMES.

PONY'S NAME.	Distances	1/4	1/2	3/4	1	1 1/4	1 1/2	1 3/4	Last
		Mile	Mile	Mile	Mile	Miles	Miles	quarter	
<b>This Morning's Gallops.</b>									
Allied King...	1 1/4	38	1.15	1.51	2.25.2	2.56.3	—	—	31.1
Red Bird ...	3/4	40	1.16	1.48	—	—	—	—	32
Pantile ...	3/4	32	1.05.3	1.37.3	—	—	—	—	32
Mountain King ...	1 1/4	41	1.17	1.53	2.27.3	2.57.3	—	—	30
Exchequer Bill ...	1	38	1.16.2	1.50	2.20	—	—	—	30
Coat-of-Arms ...	1	35	1.09	1.44	2.14.3	—	—	—	30.3
Spotted Sand ...	1	35.2	1.12.2	1.48.2	2.18.2	—	—	—	31.2
Fighting King ...	1 1/4	35	1.07.2	1.41	2.15	2.46.2	—	—	31.2
Strathfarrar ...	1	44	1.21	1.57	2.28.2	—	—	—	31.2
Joggibybury Crowdly and ...	1	35	1.08	1.41	2.12.3	—	—	—	31.3
Ankle Deep ...	1	42	1.21	2.00	2.33.3	3.04	—	—	30.2
Invincible King ...	1 1/4	42	1.21	1.59	2.37	3.11	3.42.1	—	31.1
Only Hope ...	1 1/2	34	1.09	1.44.2	2.15.3	—	—	—	32.1
Adventurer ...	1	34	1.12.4	1.45	—	—	—	—	32.1
Jamboree King ...	3/4	38	1.16.3	1.53.1	2.26.2	—	—	—	33.1
Muscovite King ...	1	39	1.12.2	1.50	2.25	2.57.2	—	—	32.2
Blackbird Dahlia ...	1 1/4	35	1.12.2	1.50	2.25	2.57.2	—	—	32.2
Sleep Hicough and Now ...	3/4	34	1.06.4	1.40	—	—	—	—	33.1
or Never ...	1	32.8	1.07	1.41	2.11.3	—	—	—	30.3
Silverstreak ...	1	37	1.11	1.45	2.15.4	—	—	—	30.4
Coal King ...	1	37	1.11	1.44	2.17.2	—	—	—	32.3
Seagull and Sunshine ...	1	37	1.05.1	—	—	—	—	—	32
Soapey Sponge ...	1/2	33.1	—	—	—	—	—	—	—
High Tide and Burning ...	1	37	1.12.3	1.47	2.18	—	—	—	31
Daylight ...	1 1/4	33	1.05.3	1.40.3	2.14.1	2.45.3	—	—	31.2
Sportsman Dahlia ...	1	38	1.13	1.46	2.16.3	—	—	—	30.3
Major King ...	1	41	1.23	1.59	2.31.3	—	—	—	32.3
Sir Newton and Joy Bell ...	1	36	1.12	1.47	2.19.2	—	—	—	32.2
Tiddlywinks & Irish Stew ...	1	36	1.12	1.48	2.25	2.55.3	—	—	30.3
Free and Easy ...	1 1/4	37	1.12	1.48.2	2.23.4	2.57.3	3.29.3	—	32
Hope Dahlia ...	1 1/2	37	1.12	1.48.2	2.23.4	2.57.3	3.29.3	—	32.2
Iddy, Umpy & Notwithstanding ...	1	37.2	1.12.2	1.48	2.30.2	—	—	—	33.2
Nevertheless, Benjamin & Jock ...	3/4	33.2	1.06	1.39.2	—	—	—	—	—

## TO-DAY'S MISCELLANY.

The skeleton of Eclipse, the most famous race-horse in all history, is about to be exhibited in the Natural History Museum at South Kensington. It is being lent by the Royal College of Veterinary Surgeons. Eclipse died in the year the French Revolution broke out, and was dissected by Vial de St. Bel, a French refugee, who founded the Royal Veterinary College at Camden Town. The skeleton was afterwards in the possession of Mr. Bracy Clark, and later of Professor Gamage, who gave it to the College of Veterinary Surgeons in 1871, since which year it has been in their museum. There are other relics of Eclipse in existence. William IV. presented one of its hoofs to the Jockey Club, while another hoof was in the possession of King Edward VII.

Excavations carried on recently in the Island of Risa, in Loch Sunart, Argyllshire, have resulted in discoveries of the utmost importance to archaeologists, and says a writer in a London journal, go far to settle the dispute as to whether a break occurred in the human occupation of the British Islands between the Palaeolithic and Neolithic periods. Remains of dwelling-places, of what is known as the "Ornansay" period, have been found, with food-refuse, and rude tools made of flint, jasper, horn and bone, having an antiquity of between 20,000 and 30,000 years. In the Misgagh Hotel, Tobermory, headquarters of the archaeologists engaged in the operations, there is a rare variety of bone and stone chisels, tines of horn used as picks, and broad heavy chisels made of antler.

## YACHTING.

## Saturday's Results.

On Saturday, the sailing race, over a course of 9.2 miles, in a fresh breeze moderating towards the end of the afternoon, produced some very close finishes. In the Handicap class, "Dorothaea" won from "Diana" by 24 secs. In the one design class, "Ailesa" took the lead for the first time in the race just on the finishing line and from "Daphne" by a bare second. In the Heyward Hayes, "Ursula" only saved her time from "Dawn" by 7 secs. but "Joan" secured a comfortable win for her second victory in the Gao class. Full details are held over.

Apparently the war, which changed so many things, has not affected Teutonic devotion to Shakespeare—indeed, during the conflict a Berlin journal stated that it devolved upon German literature to do justice to the Bard, because Englishmen were incapable of it!—We learn that after eight year's labour on the part of a group of translators, and, in the words of the *Berliner Tageblatt*, "in spite of war, revolution, strikes, and paper famine," the first volume of a new German translation of Shakespeare's plays has just been published. The classical translation of Shakespeare into German was, of course, made by Schlegel towards the end of the eighteenth century, but it is pointed out that recent research has explained much that was, to him, necessarily obscure in the

## THE PAGE



Above are pictured three beautiful fans. One, on the left is fashioned of six heavy plumes in a marvellous new fan that exactly that of the Honey Dew net.

The one on the right is creamy white to match the white and gold embroidered frock worn by its owner. Straight feathers it has with sticks of white bone, while the centre fan is one of ostrich feathers attached to a long stick of ebony, their tops curling over with their own weight, like so many huge long-stemmed chrysanthemums. It is all in shades of brown.

## Modes of the Moment.

Everything Spanish is in favour—the Spanish shawl, the Spanish sash, the Spanish skirt, which shows slim hips and fullness below, the Spanish walk, the comb, and, now, the flowers in the hair. These fashions may not last; but when the first full Spanish skirt was seen everyone said it was too fantastic for common life.

## LITTLE DINNER-DRESSES.

Fashion is gay, eccentric, and pre-eminently youthful. Bright colours, bare shoulders, slit draperies, turbans and waving plumes, splendid jewels, and marvellous slippers are worn, with an air and a complexion to suit. Here are a few of the dresses. One is an old rose velvet made with a draped skirt, slit on one side to show a slim underskirt of charmeuse; and a perfectly straight, close-fitting bodice passing under the arms, with shoulder straps of pearls. With it goes a pearl-embroidered turban with long ear lapels. The shoes are also pearl-embroidered, and a rope of pearls is worn across the shoulders and tied into a knot on the left hip. Another dress is in white satin, dull and rich in texture, cut straight up and down, with no sleeves and open armhole over moleskin dosia. A jade-green sash in brocade, georgette, clasps the hips and falls down the right side, and a long rope of jade beads is thrown round the neck. The decollete is oval, the skirt rather long. On the head, nothing is worn, but the hair is waved smoothly in front back from the brow and loosened slightly in front of the ears, from which fall pendant earrings in jade. A third dress is in black net over silver tissue. The silver under-dress is sheath-tight, and the net is thin and transparent, with long looped sides and a soft ruche round the hips. The bodice shows a band of silver and a shadowing of black net, with tiny sleeves cut baby-fashion. From the right side of the skirt falls a deep spray of crimson passion flowers, and one blossom is worn in the hair. Besides the dresses are magni-

ficent cloaks of fur, of velvet and fur, of brocades and fur. Cut on Chinese or Persian lines, they are most decorative and stately. In night-blue and silver trimmed with silver fox, in turquoise-blue velvet trimmed with chinchilla, in pure emerald lined with jade and silver brocade, in black and silver trimmed with white fox—there is no end to their splendour.

## FOR THE MIDDLE-AGED.

The now skirt, promised for the spring, is different from what has been seen for some time. The hips are slim, the lower part of the skirt is full, but it may be draped or pleated in such a number of ways that it will still look slim. It is longer, and it will need a skilful hand to cut it and drape it if it is not to look clumsy. The materials used will be fanciful as well as plain, and those seen already show both stripes and checks in various colours, dull or brilliant. The long waist looks as if it will still be in favour, and the waistcoat with high neckband will go with a spring tailormade.

## FOR THE MIDDLE-AGED.

Middle-aged women often wish to know what suits them best. As a matter of fact, their wants have not been for many years so well provided for as this winter. The richness of the new materials is in their favour. Simplicity and "butter muslin" are very well for girls in their teens, but rich and heavy fabrics give dignity to later years. The cloak-shaped wrap, too, is much more becoming to figures which have lost their slimness than the coat pure and simple. It gives the consolation of an indefinite outline to those who are conscious of increased weight. High collars hide the lines round the neck, and the new hats with fur crowns and mushroom brims of accordion pleated velvet shade and soften the eyes. For the evening a gown of velvet is an elderly woman's chief standard with a Russian fur cap to match. The plain satin hat, with a brim that has a ribbon edge and

silver tissue, with long sleeves and floatation panels of black tulle and jet and diamante trimmings. The more stately Russian type of hair ornament should be chosen instead of the simpler fillet. Sometimes these Russian tiaras have little veils of silver or gold not which fall over the hair behind and look well with long earrings.

## FOR THE RIVIERA.

The Riviera is in its way a herald of spring fashions. Even Englishwoman will wear bolder hats and frocks after seeing the styles of the South. But it is doubtful whether she will take quite kindly to the enveloping burnous of striped camel's-hair cloth or of white blanket cloth bordered with Oriental embroidery in scarlet or copper-colour. On the Riviera this will be worn over the simplest of little chemise frocks, with a turban toque of striped white and coloured bengaline, finished with a silk tassel on one side, or carried out in plain red silk treated likewise. Another Riviera cloak which has style is grey cloth, with a big folded collar of grey plush. Just below the waist is a semicircular band of the plush seamed on to it, while at the base the cloak is cut in semicircular form, so that the effect of three tiers is suggested. There are no fastenings, and one who knows the latest method of wearing the new wrap draws it about her closely, as her grandmother wore a shawl. The red evening dresses for evening wear which are going South are of many kinds. Some of the latest are of geranium-coloured broche of rose-petal consistency. The dress consists of nothing more than a long tunic, the lower part of the tunic being brought up in a deep point, which is spliced into the front and reaches to the decolletage; the corsage is gathered softly on either side of it. The petticoat, of which only a few inches are seen, is of thin red silk faced with the geranium broche, and the tiny sleeves are of tulle to match. The gown falls smoothly over the hips, and is austere plain; the only decoration is a big bunch of black velvet geraniums worn on one hip.

Beware, too, of wearing very long dangling ornaments, such as weighted ribbon ends, loose bead trimmings, and such like. All these have a most uncomfortable way of swinging about, and catching in or striking the other dancers. For the economical girl one would advise a very limited use of tulle or chiffon. Charming as a dainty tulle frock looks, it is far too ethereal to stand the rough and tumble of modern dances, and it very rarely can be made to do service for more than two or three dances at most.

Taffetas is splendid for wear and appearance, and jumpers are still very much worn at the dansant. One reason for their continued popularity is their perfect comfort, when dancing, and, in addition to that, they are invariably most becoming.

## CHIC COSTUMES.



In each of the costumes pictured above the skirt is plain though in the left it is hoisted a bit in front so that it has almost the effect of being draped. The coat to this is an excellent example of the short coat-wrap, being pouched over the belt and having kimono sleeves of seal.

The second coat is eucalyptus green, and is cut double-breasted with the back and side sections much longer than the front. Then by way of finishing touches it has deep collars, a high collar and a hip band of black stencil embroidery. A black satin hat tops each costume.

## THE DANCE FROCK.

## Testing its Wearing Qualities.

Dance frocks of any description are a difficult thing to design successfully. Like the sitting-down frocks they look all that can be desired when the wearer are standing or walking, but when the dancing begins they lose all their grace and charm. The partners are often the main cause of an ungraceful appearance for they catch the girls anyhow round the waist without the slightest regard for the set of their frocks. Therefore, it is always wise to bear this in mind when choosing a dance frock.

A sash tied in a big bow at the back or even on the hip is a great mistake, for after a very few dances it always gets a very bedraggled appearance. A waistline defined by a folded ribbon belt is a good choice, for this enables the frock to stand a fair amount of rough treatment without getting out of order, but it is best for the sash to finish without a big outstanding bow.

The modern dancing is not like an old-fashioned minuet. So if you don't test your dance frock before hand, you are certain to find it pulls—and then splits—somewhere. The sleeves are very important, and so, too, is the width of the skirt. A too narrow skirt is a terrible handicap: far better to have it a shade too wide than too tight.

Beware, too, of wearing very long dangling ornaments, such as weighted ribbon ends, loose bead trimmings, and such like. All these have a most uncomfortable way of swinging about, and catching in or striking the other dancers. For the economical girl one would advise a very limited use of tulle or chiffon. Charming as a dainty tulle frock looks, it is far too ethereal to stand the rough and tumble of modern dances, and it very rarely can be made to do service for more than two or three dances at most.

Taffetas is splendid for wear and appearance, and jumpers are still very much worn at the dansant. One reason for their continued popularity is their perfect comfort, when dancing, and, in addition to that, they are invariably most becoming.

## FORGET YOUR HEALTH SOMETIMES.

## Unorthodox Advice.

Amid the advice that is now being hurled at the public showing us how to avoid any disease and how to protect any organ, there is one part of the human mechanism that is likely to be lost sight of, says a physician. That part is the brain, or as I call it for preference, the "Governor," because it initiates, guides, checks and controls the functioning of every other organ of the body, somewhat in the same way as a governor controls an engine.

To live too closely by rules and regulations (and there is a marked tendency to do this to-day) may not only fail to develop perfect health, but may produce the very opposite. Some people get up at a certain hour and go to bed at a certain hour because they have been advised to do so: they have a cold bath to raise the blood pressure or a hot one to lower it, again according to advice; they have particular foods for breakfast, dinner and tea; they avoid tea because it may produce dyspepsia; they "fletchering" their masticating process; they avoid alcohol in any shape or form; they take certain prescribed exercises for the lungs and the muscles; they discuss the values of calories and vitamins; they keep a jealous and watchful eye on the functioning of almost every organ of the body, and they lead the simple, frugal life.

What they forget is that the brain may become wearied, over this incessant attention to details—this everlasting thinking and worrying about how each organ is acting.

The body is something more than a series of complicated pieces of machinery; it possesses life, elasticity, resilience and powers of recuperation, and by always tying it down to a set of rules and regulations one may so tax the brain that the functioning of its parts, instead of becoming increasingly perfect, may become lifeless and mechanical. Most of us sometimes commit this error; doctors not excepted.

I am speaking from a personal as well as a professional experience of health and slight departures from it, when I say: Do not overwork the brain in its capacity of overseer, or it may strike. I have often encountered men who observed the most rigid rules of health and diet, and were getting steadily worse.

I have also seen cases as miraculous as any that Lourdes can show by those same men for getting for a time that they possessed stomachs and livers. Of course, such treatment must be used with discretion.

## DAINTY DANCE FROCK.



The dainty frock pictured is all of chiffon cloth, which is much firmer and a trifle thicker than chiffon, and each of the 'petals' is formed of a square of the chiffon caught up at its upper corners to form the petal effect, instead of being cut in that shape originally. The effect is much softer and more youthful.

The corsage has a triangular section of the chiffon cloth drawn up to each shoulder to be held with a small cluster of artificial flowers over a lace and chiffon baudeau-brassiere, and, then, dropping from the belt are two long streamers of ribbon that knot in, here and there, tiny flower clusters.

## FASHIONS IN FANS.

The most noteworthy fact about the fashionable fans of the moment is their infinite variety. Unlike the majority of recent years it is not necessary for a woman to carry one particular type of fan in order to be up-to-date—fans may be large or small, plain or painted, feathers or plumes, and still be absolutely the latest.

The fan made of a single giant ostrich feather, mounted in a handle of tortoiseshell, mother of pearl, ivory, enamel or precious metals, is still very popular, but the newest feather fan consists of a bunch of plumes and looks like the exaggerated headdress of a Parisian revue artist. A striking example seen was a fan of six great ostrich feathers dyed to shaded tones of blue and green, mounted on sticks of vivid blue, green and red enamel. Another six-feather fan was mounted in a most original way, having for handle the carved figure of a Geisha girl.

There is a distinct revival of favour for fans made of feathers of the straight quill variety, and one authority quoted eagle feather fans as being the most representative type of the present winter season.

Hand-painted fans of skin, silk, and ivory are being used considerably—small ivory fans, painted with quaint flower designs, suggestive of 1860, and silk or skin fans with wonderful Watteau scenes in rich colourings. The very small carved ivory fans, threaded with ribbon, are also returning to popularity with some women.

Fans of lace are a good deal in demand, the majority being of Brussels or Chantilly in either white or black. A few women now have lace fans dyed to their favourite colour, while lace fans trimmed with marabout are an instance of the far-reaching effects of the touch of fur.

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C. H. BENSON,  
MANAGER,  
Hongkong.

## LITTLE FOLKS' CORNER.

## ADVENTURES OF THE TWINS.

## TWO NOTES.

This was the note that Corny Coon's son laid on Mr. Scribble Scratch's desk.

Dear Mr. Schoolmaster.

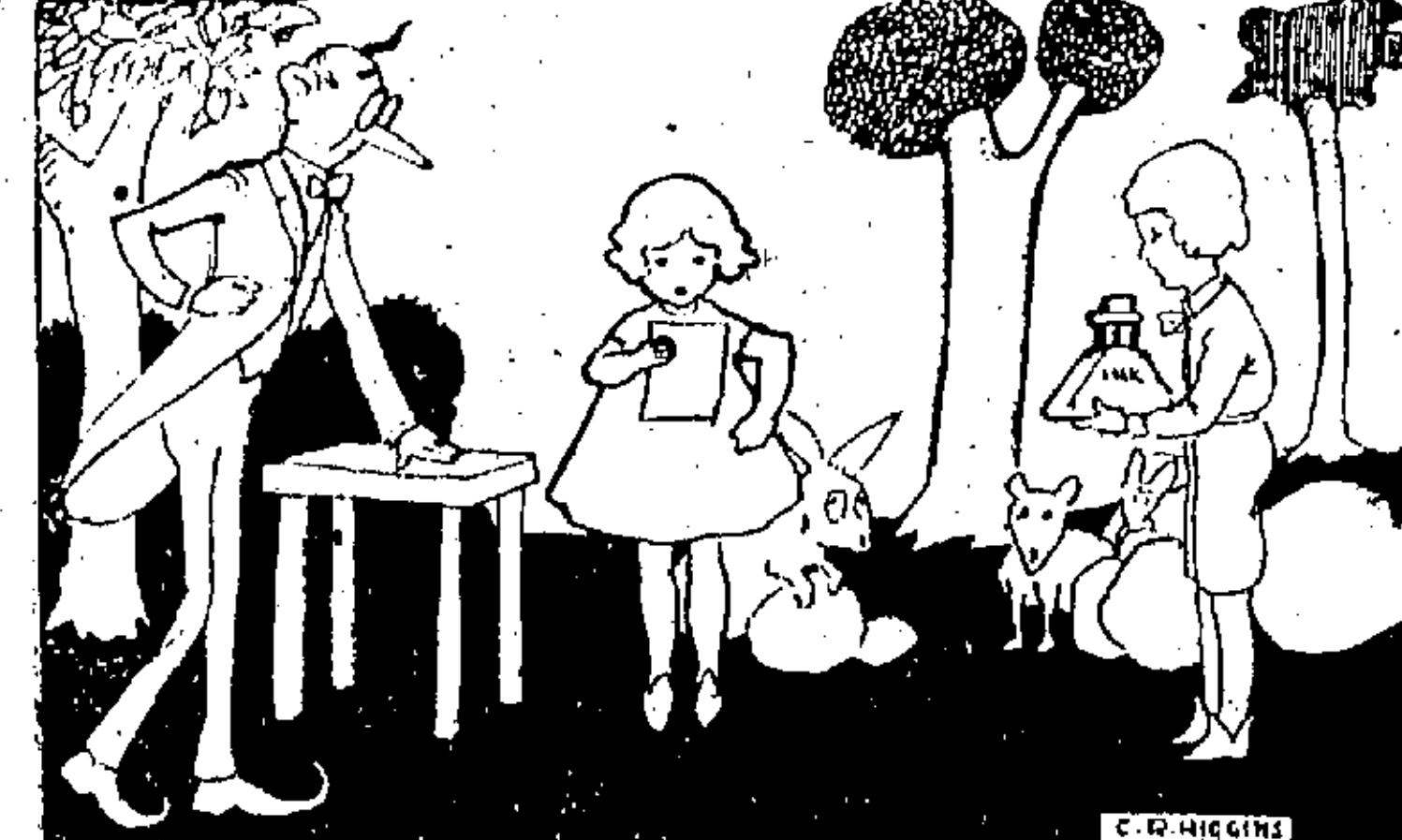
"I am sorry that Peter cannot be at school to-day for his writing examination, but I have to take him to the doctor's to find out what is wrong with his quills. He has lost so many lately that he is nearly bald and he catches cold every time the wind blows."

Yours truly,

Mrs. P. Porcupine.

P. S.—Why can't Petey write better? He can read reading, but he can't read writing."

Mr. Scribble Scratch looked very queer when he read this. First because they couldn't have any examination that day, unless the little porcupine boy were there to furnish the pens; second, because it was only too true that he couldn't write. He and Nancy had



He handed the note to Nancy and just then Nick came in with the poke-berry ink.

Promised to let him off from his writing lessons if he would be so kind as to furnish the pens.

He handed the note to Nancy and just then Nick came in with the poke-berry ink.

But nobody had anything to suggest. It was a nice state of affairs.

All at once Harry Hedzehog rolled up the aisle and unfolding himself laid a note on Scribble Scratch's desk; then he rolled back to his seat again.

The schoolmaster picked it up gingerly, expecting more trouble, but scarcely had he read one line when he smiled happily. This was it:

"Dear Mr. Schoolmaster,

"Please don't teach Harry any more writing. He knows too much now. Besides his quills are too thick and he gets tired carrying them around and he can't work."

"Mrs. H. Hedzehog."

"I declare," said the fairyman.

You know how Scribble Scratch fixed things up, don't you? Petey Porcupine's quills are growing in nicely now, while little Harry Hedzehog has lost half of his.

Only Harry's are too small that the pupils of Meadow Grove School can no longer make capital letters.

(Page 2 continued to next page.)

## HONGKONG RIFLE LEAGUE.

## Titania v Alacrity.

The following are the scores of a match between H.M.S. Titania and H.M.S. Alacrity at the Tai Hong Range on the 11th, resulting in a win for H.M.S. Titania:

H.M.S. TITANIA.	200 600 600	Tl.
Mr. Jackson	30 43 44	126
Mr. Scott	43 41 33	117
Mr. Peskett	38 42 36	116
Mr. Tapley	36 45 34	115
Mr. Taylor	34 38 32	104
Mr. Barker	40 42 22	104
Mr. Sigsworth	39 29 35	102
Mr. Douglas	31 29 20	80
Total	844	

H.M.S. ALACRITY.	200 500 600	Tl.
Mr. Hewlett	40 45 22	107
Mr. Walkley	36 35 30	101
Mr. Jervis	36 32 28	96
Mr. Stenner	35 29 26	90
Mr. Hale	29 35 22	86
Mr. Bowes	30 33 22	85
Mr. Lane	35 36 12	83
Mr. Seymour	32 31 13	76
Total	724	

## AMBROSE—WILTS "B"—WILTS "D."

The following are the scores of a triangular match between the H.M.S. Ambrose, the Wilts "B" and the Wilts "D" Cosys, at Stonecutters Range on the 12th, resulting in a win for H.M.S. Ambrose:

H.M.S. AMBROSE.	200 500 600	Tl.
Mr. Eridge	32 39 17	118
Mr. Pebery	35 36 23	107
Mr. Ellis	27 45 31	103
Mr. Jarvis	35 41 26	102
Mr. Chilcott	27 39 35	101
Mr. Knight	27 31 29	87
Mr. Tooker	37 22 25	84
Mr. Stomou	26 26 16	68
Total	770	

Shanghai reports a very dull business with weaker tendency.

Japanese Yarn.—Owing to very

low rates a moderate business has

passed during the interval and

subsequently with an advance of

Y10/15 per bale the market has kept

up steady.

Raw Cotton.—No business has

transpired during the whole interval

and prices are normal. Bengal

8-30/35 per picul, Chinese 8-35/40.

Stock—300 Bengal bales; 100

small Chinese bales.

Raw Cotton.—No business has

transpired during the whole interval

and prices are normal. Bengal

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transpired during the whole interval

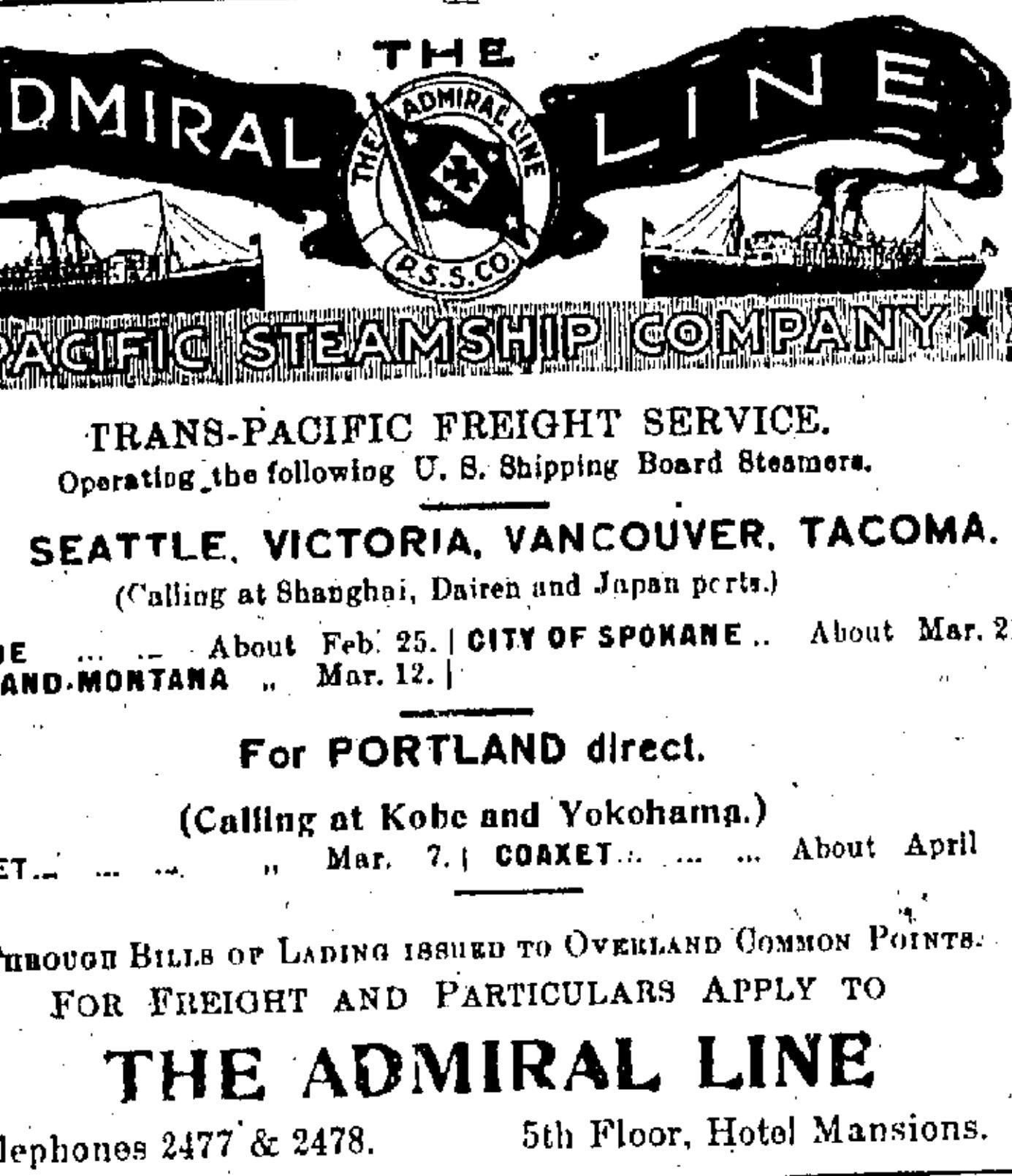
and prices are normal. Bengal

8-30/35 per picul, Chinese 8-35/40.

Stock—300 Bengal bales; 100

small Chinese bales.

## PACIFIC SHIPPING.



## SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.  
S.S. "SCHODACK"  
ABOUT 25TH FEBRUARY.

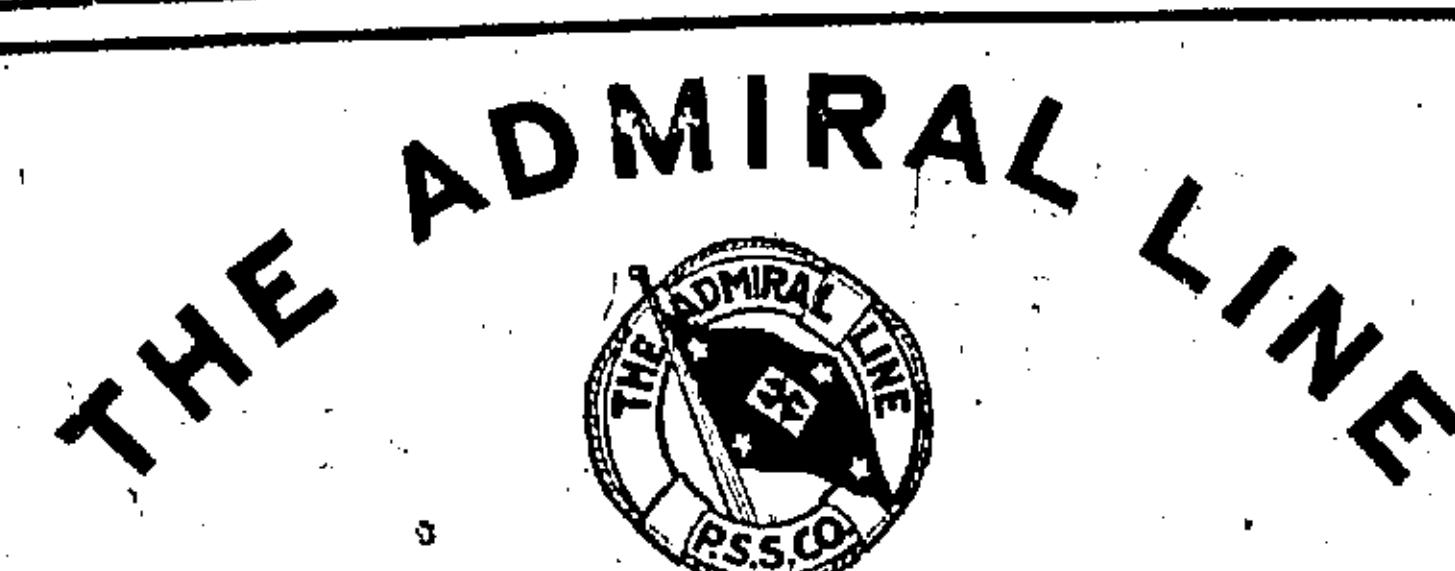
For freight space and particulars apply to:

BARBER STEAMSHIP LINES INC.

## THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478 5th floor Hotel Mansions.



REGULAR SERVICE  
To & From  
SAIGON—SINGAPORE—SUMATRA  
JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

LAKE FARRAR ... ... ... February 19th.  
GLYMONT ... ... ... March 10th.  
LAKE ONAWA ... ... ... March 20th.  
CADARETTA ... ... ... March 25th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates Apply to—

THE ADMIRAL LINE,  
5th FLOOR HOTEL MANSIONS BUILDING.  
Tel. Add.: Admiralin. Telephone 2477 & 2478.

## PACIFIC SHIPPING.

## PACIFIC MAIL S.S. CO.

## TRANS PACIFIC SERVICE

Freight and Passengers.  
For SAN FRANCISCO VIA SHANGHAI, JAPAN  
PORTS AND HONOLULU.

## AMERICAN STEAMERS

"ECUADOR" ... ... ... Sailing February 23.  
"COLOMBIA" ... ... ... Sailing March 23.  
"VENEZUELA" ... ... ... Sailing April 20.

## PANAMA SERVICE

Freight and Passengers.  
Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.

SHANGHAI-HONGKONG-CALCUTTA SERVICE  
Freight Only

"LAKE FAULK" ... ... ... Sailing February 26.

For Singapore, Penang, Rangoon and Calcutta.

"LAKE GITANO" ... ... ... Sailing February 16.

"JACOX" ... ... ... Sailing February 27.

## MANILA-EAST-INDIA SERVICE

Freight and Passengers.  
SAN FRANCISCO, HONOLULU, MANILA, SAIGON,  
SINGAPORE, CALCUTTA AND COLOMBO.

## Monthly Sailings.

## AROUND THE WORLD SERVICE

Freight Only, Monthly Sailings.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizora, Marseilles, Barcelona, thence Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc. Apply to

PACIFIC MAIL S.S. CO.  
HOTEL MANSIONS, HONGKONG.  
Cable Address: "SOLANO."

Tel. 141.

Sailings from Hongkong.

"EURYPYLUS" Sailing date 2nd March. Calls at Boston.

"KENTUCKY" ... ... ... 6th March.

"LAERTES" ... ... ... 22nd March.

"SWAZI" ... ... ... 19th April.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWINE or THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

## T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

## "THE PATHWAY OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.  
\* PERSIA MARU 9,000 ... Feb. 26th.  
KOREA MARU 30,000 ... Mar. 7th.  
† SIBERIA MARU 30,000 ... Mar. 19th.  
TENYO MARU 22,000 ... Apr. 3rd.  
SHINYO MARU 22,000 ... Apr. 27th.

\* Not calling at Shanghai. † Calling at Dairen.

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS. TONS. LEAVE HONGKONG.

ANYO MARU 18,700 ... Mar. 15th.  
\* HAYO MARU ... ... ... Apr. 9th.  
SEIYO MARU 14,000 ... May 12th.

\* This steamer will carry cargo only.

For full information regarding passage, freight, and sailings apply to—

Y. TSUTSUMI, Manager,  
King's Building. Tel. Nos. 2374 & 2375.  
Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

## STRUTHERS &amp; DIXON, INC.

Operating Far Eastern services on account of the UNITED STATES SHIPPING BOARD.

ALSO

Amalgamated with COSMOPOLITAN SHIPPING CO., NEW YORK.

GREEN STAR LINE, NEW YORK.

## TO MANILA &amp; SINGAPORE.

"WEST HENSHAW" ... ... ... 18th February.

TO NEW YORK & BALTIMORE.

"LANCASTER" ... ... ... 24th February.

TO SEATTLE & VANCOUVER.

"WEST ISON" ... ... ... 25th February.

TO SAN FRANCISCO.

"WEST HENSHAW" ... ... ... 5th March.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE:—1st floor Powell Building, 12, Des Voeux Rd., Tel. 43608.

## LOS ANGELES PACIFIC NAVIGATION CO.

## TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

## HONGKONG

TO LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing About

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transhipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF. Prince's Building, Chater Road, Telephone No. 1902.

BRANCH OFFICE: KOBE, SHANGHAI, CHAS. E. RICHARDSON,

MANILA, SINGAPORE. General Agent for South China.

## PACIFIC SHIPPING.

## DOLLAR LINE



SAILINGS FROM HONGKONG FOR NEW YORK VIA SUEZ.

STEAMERS. SAILING DATE.

"GRACE DOLLAR" ... ... ... FEB. 18TH.

FOR NEW YORK VIA PANAMA.

"BESSIE DOLLAR" ... ... ... FEB. 25TH.

FOR VANCOUVER.

"BESSIE DOLLAR" ... ... ... FEB. 25TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR CO.  
GENERAL POST OFFICE BUILDING TEL. 792.  
THIRD FLOOR 795.

## NEW YORK DIRECT.

Joint service of the "BLUE FUNNEL" LINE  
(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

## AMERICAN &amp; MANCHURIAN LINE

(Ellieman & Bucknall S. S. Co., Ltd.)

SAILINGS FROM HONGKONG.

"EURYPLUS" Sailing date 2nd March. Calls at Boston.

"KENTUCKY" ... ... ... 6th March.

"LAERTES" ... ... ... 22nd March.

"SWAZI" ... ... ... 19th April.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWINE or THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

## CHINA MAIL S.S. CO., LTD.

"Incorporated in U.S.A."

FREIGHT AND PASSENGERS  
S.S. "NANKING" S.S. "NILE" S.S. "CHINA"  
15,000 tons 11,000 Tons 10,200 Tons

SAILING FROM HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" S.S. "NANKING" S.S. "NILE"

Feb 25th. March 30th. April 21st.

SAILING FROM HONGKONG for MANILA

S.S. "NANKING" - - - March 19th

SAILING FROM HONGKONG for SINGAPORE

S.S. "NILE" S.S. "CHINA" April 3rd. April 30th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,

PRINCE'S BUILDING, ICE HOUSE STREET.

TEL., PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

NO. 1934. NO. 2161.

## SAILING DATES

Europe. U.S.A. Etc.	Feb. 16
Takada ... P. & O.	Feb. 16
Kanowna M., N. Y. K.	Feb. 17
Changsha ... B. & S.	Feb. 17
Victoria ... C. A. Co.	Feb. 18
Glonsanda ... J. M. Co.	Feb. 19
Grace D. ... R. D. Co.	Feb. 19
Himalaya ... P. & O.	Feb. 20
Ameland ... J. C. J. L.	Feb. 21
Tjisodari ... B. & S.	Feb. 21
Montor ... B. & S.	Feb. 22
Gaba ... C. A. Co.	Feb. 22
Teucer ... B. & S.	Feb. 23
Yokohama M., N. Y. K.	Feb. 24
Lancaster ... S. & D.	Feb. 24
China ... C. M. Co.	Feb. 25
West Ivan ... F. W. Co.	Feb. 25
W. Ison ... S. & D.	Feb. 25
Poria M. ... T. K. K.	Feb. 26
Lahore ... P. & O.	Feb. 27
Toyohashi M., N. Y. K.	Feb. 28
Tarba ... N. Y. K.	Feb. 28
Tioriesias ... B. & S	

Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR  
AND  
EASTERN & AUSTRALIAN LINES.**

(COMPANIES corporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,  
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,  
RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
HIMALAYA	7,000	20 Feb. 7 a.m.	Spore, Cbo. B'bay & L'don.
KASHGAR	9,000	4th Mar.	M'les, London & Antwerp.
DILWARA	5,400	9th Mar.	Spore, Colombo & B'bay.
ALIPORE	5,300	18th Mar.	M'les, London & Antwerp.
KARMALA	9,000	18th Mar.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

PAKADA	Tons	From Hongkong (about)	Destination
PAKADA	7,000	16 Feb. 1 p.m.	Calcutta via Singapore, Penang and Rangoon.

EASTERN &amp; AUSTRALIAN SAILINGS (South)

KANOWNA	Tons	From Hongkong (about)	Destination
ST. ALBANS	4,500	9th Mar.	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.

\* Calls Illoilo &amp; Omiti Sandakan.

SAILINGS TO SHANGHAI &amp; JAPAN.

ALIPORE	Tons	From Hongkong (about)	Destination
KASHMIR	9,000	18th Feb.	Shanghai & Japan.
ST. ALBANS	4,500	22nd Feb.	Shanghai & Japan.
KARMALA	9,000	1st Feb.	Japan direct.

23rd Feb. Shanghai &amp; Japan.

WIRELESS ON ALL STEAMERS.

Particulars of all steamers will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE &amp; CO.

22, Des Vaux Road Central.

Agents.

## EARLIER TELEGRAMS.

## OPENING OF PARLIAMENT.

London, Feb. 15. The King's speech expresses pleasure at the arrangements made to renew personal consultation between Ministers and their colleagues overseas, which produced such good results during the last two years of the war and during the peace settlement. It hopes the Prime Ministers of Canada, Australia, New Zealand, South Africa and Newfoundland, also representatives of India, will visit Britain in the summer. Their Majesties are confident that the discussions will be most valuable in bringing about co-operation in the Empire's external and internal policy.

The speech declares that the Government is determined to reduce expenditure to the lowest level consistent with the well-being of the Empire. It is imperative in the interest of early revival of trade and industry that the burden of taxation necessitated by the war be reduced to the utmost.

It emphasises that neither Irish unity nor self-government is attainable by methods of criminal violence for the purpose of establishing a republic.

With reference to new legislation it states that the most pressing problem is unemployment, due to worldwide restriction of trade, which is alleviable but incurable legislatively. A Bill will be submitted extending the provision for unemployed under the Unemployment Insurance Act, also a Bill safeguarding the essential key industries and in certain aspects unfair abnormal industrial competition. It is proposed completely to restore the coal industry to its normal condition of freedom. New Bills will deal with reorganisation of British railways, completion of land purchase in Ireland, facilitation of Scottish Church union, sale of liquor, and reform of the Second Chamber.

## UNREST IN INDIA.

Allahabad, Feb. 15. Revolution has broken out in the native state of Tonk, Rajputana. After agreeing to the popular demands the Nawab arrested the leaders, whereupon rioting broke out. State troops were actively engaged. The people are fleeing towards British territory.

## DEATH OF ADMIRAL MORANT.

London, Feb. 15. The death has occurred of Admiral Sir George Digby Morant, K.C.B., aged 84 years. [He was at one time Admiral Superintendent of Chatham Dockyard, and saw service in Burmah and China. He retired some years ago.]

## THE FOURTH TEST MATCH.

Melbourne, Feb. 15. In the Fourth Test England's second innings yielded 315 (Makopee 54, Rhodes 73, Fender 59, Douglas 60). Mailey took nine wickets for 121. Australia, in their second innings, had 92 for two wickets at the close of play.

The first innings scores were:—England 284, Australia 389.

## WEATHER REPORT.

Feb. 16d. 12h. 23m.—Pressure is highest over N. China. It has decreased considerably at Vladivostok, and slightly from Weihsien to Foochow. It has increased slightly along the south coast of China and over Luzon.

The anticyclone has moved rapidly eastward.

Moderate monsoon may be expected along the south-east coast of China and over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1.23 inches, against an average of 2.35 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap Rock. N.E. winds moderate; cloudy at first, clearing later.

2 Formosa Channel. N.E. winds fresh.

3 South coast of China between H.K. & Lamock. The same as No. 1.

4 South coast of China between H.K. & Hainan. The same as No. 1.

T. F. CLAXTON, Director, H.K. Observatory, Feb. 16, 1921.

## TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 5th minute and full mast at the 5th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z", on the storm signal mast.

Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 30m. to 9h. 00. 00. p.m. the lamps are extinguished

## SUBSIDIARY COINS.

Hongkong 50 cts. pieces 1/10% dis.  
10 " 1/2% dis.  
5 " 1/3% dis.  
Canton subcoins 19.6% dis.

Hongkong Feb. 16, 1921.

momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute. The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

## POST OFFICE.

The prices of Postal Stationery have been revised as follows:—  
Post Cards 1c. & 1 1/2c. 2c. each  
4c. 5c.  
Postage Envelopes 4c. 5c.  
Registered Letter Envelopes 10c.  
Sizes F. G. H. & 1 1/2c. 15c.  
Size K. 20c.

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

Europe via Suez (Newspapers only London 13th January, parcels 5th January)—Per TITAN 17th Feb.  
Japan—Per YAMAGATA M., 18th Feb.  
Shanghai—Per ICHANG, 19th Feb.  
Straits—Per SADO M., 19th Feb.  
Shanghai—Per SUIYANG, 19th Feb.  
Straits—Per KASHMIR, 20th Feb.  
Straits—Per ALIPORE, 20th Feb.  
Shanghai—Per ARMAND BEHIC, 28th Feb.  
Shanghai—Per CHEKIANG, 29th Feb.  
Straits—Per TOTTORI M., 21st Feb.  
Straits & Calcutta—Per YEBO-SHI M., 21st Feb.  
Straits and Calcutta—Per MURORAN M., 22nd Feb.  
Japan and Shanghai—Per YOKOHAMA M., 23rd Feb.

## OUTWARD MAILS.

To-morrow.

Saigon—Per SUI SANG, 9 a.m.  
Italo, Australia and New Zealand via Thursday Is.—Per KANOWNA, Reg. 9.45 a.m. Letters 10.30 a.m.  
Saigon—Per DERWENT, 1 p.m.  
Swatow—Per HYDRANGEA, 3.30 p.m.  
Shanghai and N. China—Per WING SANG, 5 p.m.  
Shanghai & North China—Per KWELLIN, 11 a.m.  
Philippine Island, Sandakan, Australia, & New Zealand via Thursday Is.—Per VICTORIA, Reg. 5 p.m. 18th Letters 8.30 a.m.  
Philippine Islands, Sandakan, Australia & New Zealand via Thursday Is.—Per CHANG-SHA, Reg. 1.45 p.m. Letters 2.30 p.m.

Friday, 18th Feb.

Philippine Islands—Per LOONG SANG, 2 p.m.

\*Correspondence bearing vessel's name only.

## PASSENGERS DEPARTED.

Per s.s. Tango Maru—Mr. and Mrs. H. Itoh, Mr. and Mrs. T. Matsuura and 3 children, Mr. T. Tauba, Mr. H. J. Farmer, Mr. N. Mori, Miss Mori, Mrs. Mori and 2 children, Mr. T. Yoshihara, Mr. T. Terajima, Mr. C. R. B. Newton, Miss G. Heavy, Mrs. C. Kawabe and child, Major Hayakawa, Mr. J. de Figueiredo, Mr. R. Du Puy, Mr. E. Tajima, Master Tajima, Mrs. Tajima and 2 children, Mr. M. Kasahara, Mr. E. Terasaki, Miss S. Taniguchi, Miss S. Hamasaki, Mrs. I. Iasaki, Mrs. Richardson, Mr. Au Jang Kee, Mr. Ng Yu Chun, Mr. Lo Chung Yun, Mr. Lui Hock Sin, Mr. N. V. Parnett, Mr. J. Shield, Mr. Hu Wing Yip, Mr. D. Fitzgerald, Mr. M. Hadacovsky, Mr. J. Hadacovsky, Mr. C. Hadacovsky, Mr. S. Sakuhara, Mr. J. Watanabe, Mr. Luro Chu Chin, Mrs. M. Hadacovsky, Miss O. Hadacovsky, Miss Z. Hadacovsky, Miss E. Nakamura, Mr. & Mrs. Tani.

Per s.s. Dunera—Mr. Chank Kung Lian, Mr. Toeg, Mr. David, Major and Mrs. Gardner, Mr. and Mrs. Richards, Mr. M. C. Allen, Mr. D. Levy, Mr. Do Gast, Mr. and Mrs. R. W. Comnick, Mr. and Mrs. J. O. Whisman, Miss E. Dawn, Mr. T. Robinson, Mr. Ehlers, Mr. Windolf, Mr. J. Pearce, Miss G. Pearce, Mrs. R. N. Fraser, Mr. A. Yoshida.

## HOTELS.

## THE HONGKONG HOTEL CO., LTD.

## OPERATING:—

THE HONGKONG HOTEL,  
HOTEL MANSIONS.  
THE REPULSE BAY HOTEL.  
AND THE  
HONGKONG HOTEL GARAGE

J. H. TAG ART.  
Manager

## ENTERTAINMENTS.

## THE CROWN

TO-NIGHT TILL THURSDAY

At 2.30, 5.15, 7.15 and 9.15

WILL ROGERS

## "LAUGHING BILL HYDE"

"ALL IN A DAY"  
British Gazette.

## HONGKONG THEATRE

TO-NIGHT at 5.15 and 9.15 p.m.

## JACK PICKFORD

## "THE VARMINT"

A Paramount Picture in 5 parts

## NOTICE.

## TO-DAY'S SHARE QUOTATIONS.

## OFFICIAL PRICES.

## Banks

H.K. & S. Bank sa. 790  
East Asia b. 116 1/2

## Marine Insurances.

Cantons b. 410  
North China n. t. 153

Unions b. & sa. 240

Yangtze n. 23  
Far Eastern n. t. 20

Fire Insurances.

China Fires b. 125  
H. K. Fires b. 320

Shipping.

Douglas b. 64  
H. K. Steamboats b. 24 1/4

Indo (Pref.) b. 25

Indo Def. Lon/Reg. b. 225

Indo Def. H. K. Reg. b. 210

Shells b. 100 1/2

Ferries b. 28 1/2

Refineries.

Sugars b. 264  
Malabons b. 62

Mining.

Kailans b. 95 - sa. 99 -

Langkate

Shanghai Loans n. t. 14 1/2

Shai Explorations

Raubs n. 75 etc.

Tronche b. 23 1/2

Ural Caspian n. 18 1/2

Docks, Wharves, godowns, &c.

H. K. Wharves b. 87 1/2

K. Docks b. 176

Shai Docks b. 127 1/2

N. Engineering b. 94

Lands, Hotels & Buildings.

Centrals b. 112 1/2

H. K. Hotels b. 150

H. K. Lands b. 120

H. K. Engineering b. 88

K. L. Landa b. 56 1/2

L. Reclamation b. 133

West Points b. 48 1/2

Cotton Mills.

Ewos b. t. 399

Kung Yik b. t. 56

Lau Kung Mows b.

Oriental b. t. 18

Shai Cottons b. t. 117 1/2

Yangtzeopee b. ex div. t. 23 1/2

Miscellaneous.

Cements b. 11.80

Do. Light b. 84

China Light new b. 64

China Provident b. & sa. 9.30

Dairy Farms b. 25

Electrics H. K. b. 18

Electrics Macao b. 30

Hongkong Ropes b. 23

Hk. Tramways b. 94 1/2

Peak Trams old b. 8

Do. new b. 50

Steam Laundries b. 5

Steel Foundries b. 10

Water-works b. 18 1/2

Watsons b. 80

Wm. Powells b. 26

Wimensions b. 36

Hotels, Feb. 16, 1921.

METEOROLOGICAL.

Previous Day

5 on date

5 on date

5